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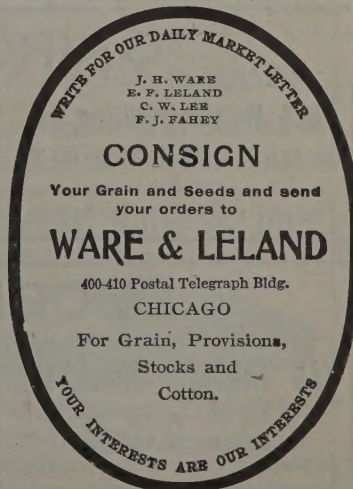
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is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on 'Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10, 11 and 12 o'clock and the close, as well as the closing price the previous week.

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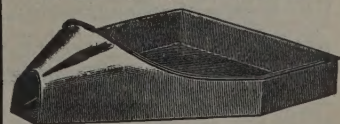
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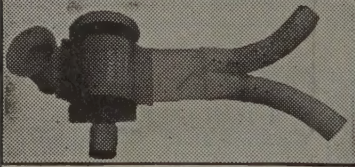
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 will not Rust or Tarnish, always stays bright.
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Will not crack or break grain.
Will air dry your grain.
Less horse power.
Loads evenly and fills the car.

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Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

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The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 45 lbs. Shelled Corn, Rye and Flax Seed at 60 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs., and 80 lbs. per bu.

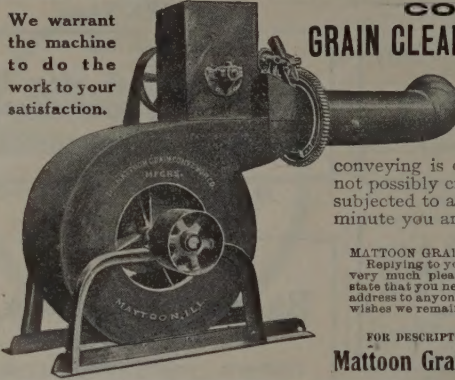
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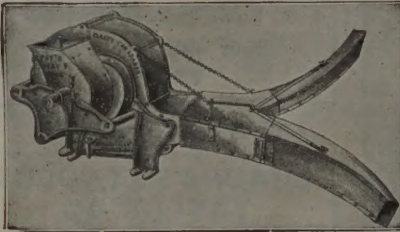
will clean and load your grain at the same time. The conveying is done by compressed air; cannot possibly crack or mill it. The grain is subjected to a heavy pressure of air every minute you are loading.

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MATTOON GRAIN CONVEYOR CO.
Replying to yours of the 13th, will state that we are very much pleased with our LOADER, and we will state that you need not hesitate in communicating our address to anyone in regards to reference. With best wishes we remain,
Yours very truly,
C. E. GROCE

FOR DESCRIPTIVE CIRCULARS AND PRICES, WRITE
Mattoon Grain Conveyor Co., Mattoon, Ill.

The Daisy Car Loader

Loads all kinds
of GRAIN



The grain entering hopper of loader falls on inner surface of a drum, which carries it once around against a deflecting plate, the centrifugal force being sufficient to drive grain through a pair of dividing spouts, loading both ends of the car to the roof. During the process of circulation the grain is being cleaned and polished. Damp and musty oats are separated and cleaned before entering the car, which gives you a better grading. Price on No. 1 loader, capacity 20 to 30 bus. per minute, \$40.00; No. 2, capacity 25 to 35 bus. per minute, \$45.00; Larger loaders with more capacity, prices on application.

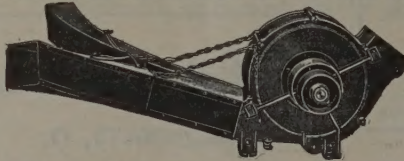
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Maroa, Ill.

Maroa Mfg. Co., Maroa, Ill.

Dear Sirs: In reply to yours of the 14th inst., I will state that I have used one of your car loaders about three years. I have loaded all the grain with it that I have handled since you put in the loader. I have tried it thoroughly and can cheerfully recommend your loader as a simple and durable machine that will do all that you claim for it.

Yours truly,

J. C. GAULT,
Agent for Rogers Grain Co.

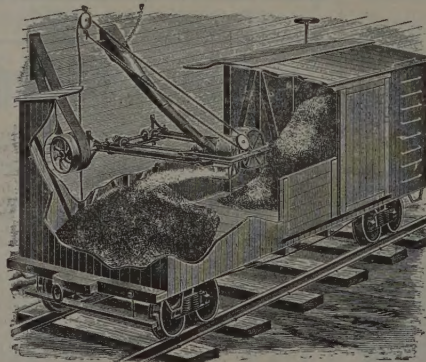


The above letter was written three years ago when the machine had already been used for three years and it is still in operation. Sometimes a machine will work well at the start but is not so satisfactory after it has been used a while. However, the above letter was written when the machine had been used long enough to tell how it would work after the new is worn off. We have published letters from more than 50 customers, some of which were written recently and others written years ago, proving that the Boss is and always has been a good car loader. We are glad to send them on trial to people who are not familiar with them.

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Heyworth, Ill., May 17, 1904

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Will fill each end of the car at the same time.

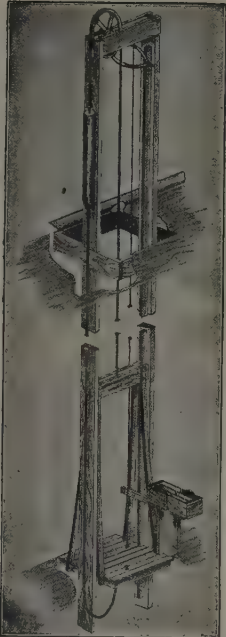
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A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

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Successor to
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STERLING, ILL.

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We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

Time, Labor and Money Savers.

They are No Trouble, Easily Erected, Well Made and Reliable, The Best.

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

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Are Used Everywhere

Large ones for terminal and export elevators

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Quick Shipment

Ask us about them

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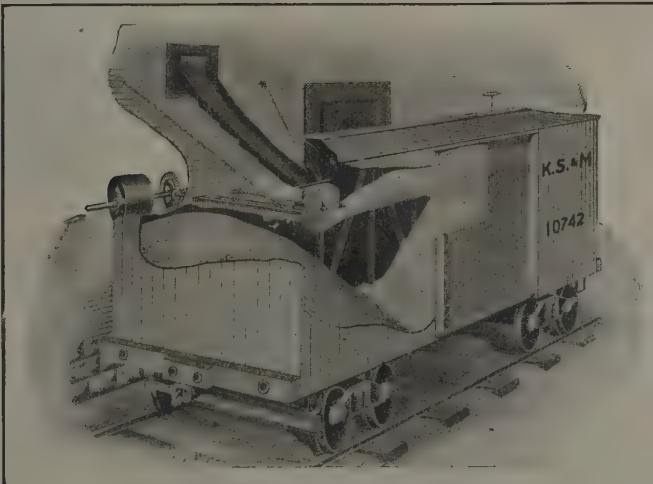
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OUR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including counter-shaft with tight and loose pulley . . . **\$55.00**

Each and Every Machine Fully Guaranteed.

Patented Feb. 21, 1899.

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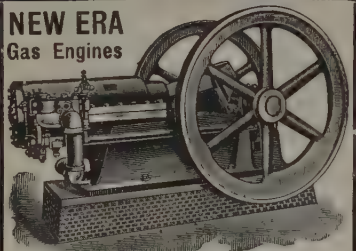
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Feb. 14, 1906.

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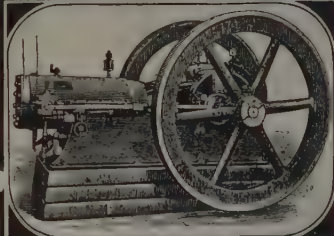
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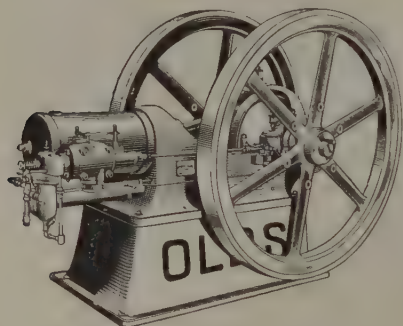
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Practical
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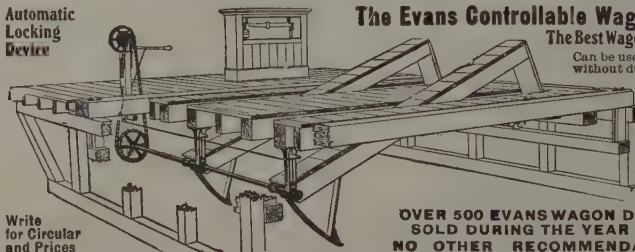
tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

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Can be used with and without dump scales.

Absolute
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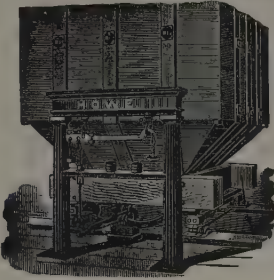
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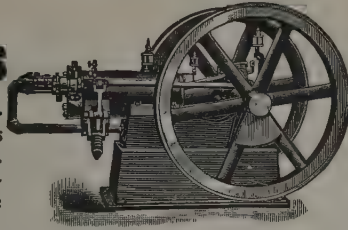


insure correct weights and a reliable and dependable power.

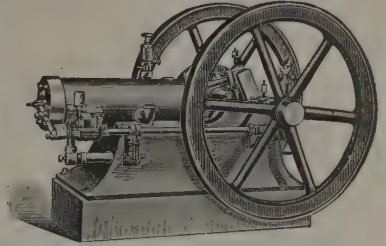
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All over the country wherever gas engines are used.

EDISON PRIMARY BATTERIES

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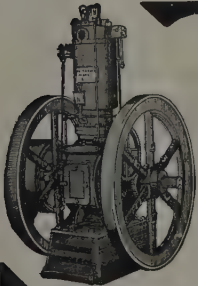
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Bristol, N. H., 4-1-07.



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Gas, Gasoline, Kerosene
or Alcohol

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are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

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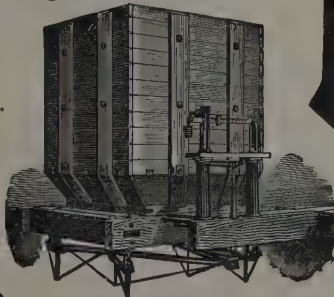
The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

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& Co.**

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HOPPER
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Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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The pages are 8½x13¾ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price \$2.25

Grain Dealers Company
255 La Salle St. CHICAGO, ILL.

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FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

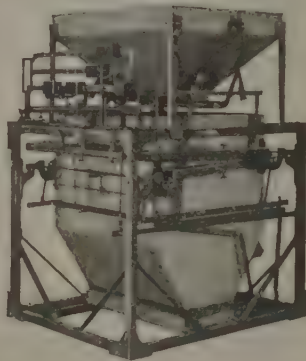
This book is 8½x14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable. Write for information to-day.

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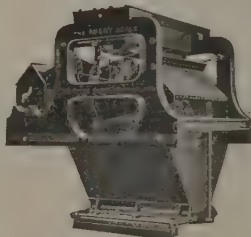
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Is Perfection in the Matter of Weighing
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FOR
GRAIN DEALERS**

COMPLETE FOR \$3.50.

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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

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Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Important Notice to the Trade Concerning Grain Purifying

Having acquired by purchase all of the U. S. patents (three in number) heretofore controlled by The American Grain Purifier Constructing Company, and all of the patents (seven in number) covering the Caldwell-Barr Grain Purifiers and Process for purifying Grain, we, the UNITED STATES GRAIN PURIFIER COMPANY, beg to announce that we now control every U. S. patent ever issued by the U. S. Government covering the Art of purifying grain with sulphur gas.

We own all Basic patents.
We own all Subordinate patents.
We own all Process patents.
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Purifying oats and barley for the removal of Must and Smut Odors and Weather and Water Stains, is almost universal in the grain trade to-day. Terminal Elevators and Country Elevators are making use of it extensively. Purified oats are demanded in the East and command a handsome premium over natural or unpurified oats.

In Purifying Oats and Barley—

We expel Must and Smut Odors.
We remove Weather and Water Stains.
We improve the Grade and Quality of the grain.

We are now prepared to grant licenses on reasonable terms for using our Grain Purifiers and Process for Purifying Grain. The cost is so small and the benefits and profits from purifying so great that no elevator can afford to be without a purifying system. We can furnish you blue prints, or we can furnish you a mechanic to superintend the installation of the system in your elevator, and instruct you in its operation if you desire it. Any one who is familiar with the Art of Purifying Grain readily recognizes that no feasible or practical Grain Purifier ever has been or can be constructed without infringing on our various U. S. patents.

We shall protect all those who hold legal licenses heretofore granted by the American Grain Purifier Constructing Company.

We shall protect all elevators holding licenses from Caldwell & Barr.

We shall prosecute in the U. S. Courts all those attempting to operate or construct Grain Purifiers in any way infringing on our patents, and we will pay a liberal reward to any one furnishing us information of the construction or operation of any such Grain Purifiers. This statement and offer of reward are made because unauthorized parties, and parties holding no licenses and owning no patents, are going around the country offering to install Grain Purifiers. We therefore issue this warning that elevator owners may protect themselves against any such parties.

If you will visit our Home Office at Earl Park, Indiana (only 90 miles from Chicago on Big Four Ry.) we will show you grain purifying in all its details in full operation.

Send us your address and we will forward you, free of cost, samples of grain before and after purifying, and also full descriptive literature covering the Art of Purifying Grain.

You should get your order in for a Purifying System at once, so that you can have it installed and ready for operation before the new crops begin to move. If everyone waits until the last minute a good many must be disappointed and hence suffer in a financial way.

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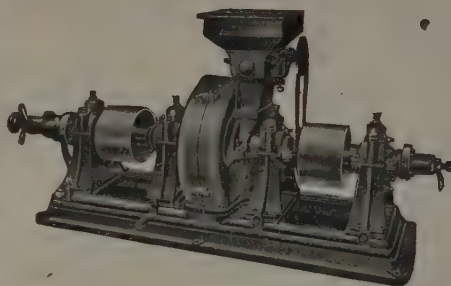
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial. **WRITE US**

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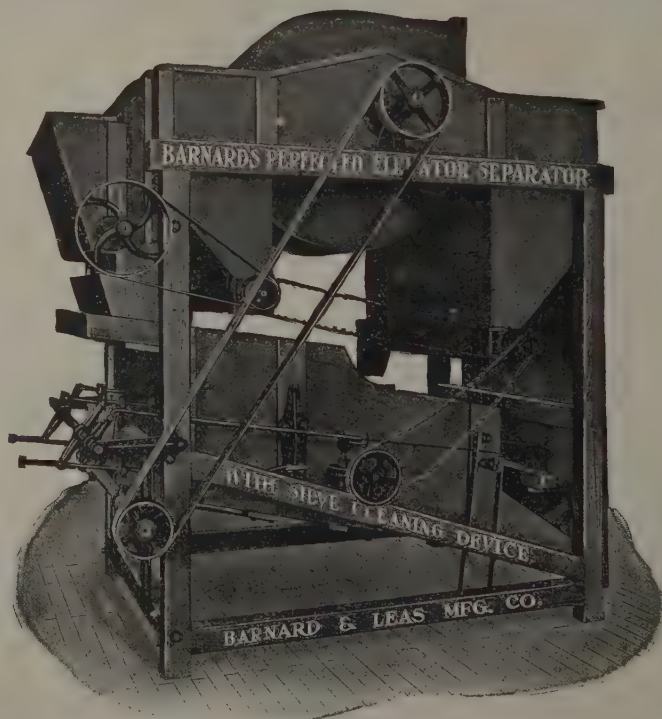


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Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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With Sieve Cleaning Device

It Works Underneath the Sieves

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

Consequently the separator is entirely automatic and requires almost no attention.

The Air Separations are also most efficient and under full control of the operator at all times.

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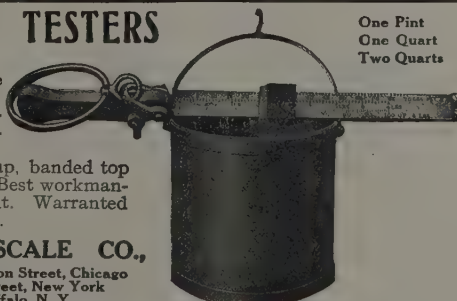
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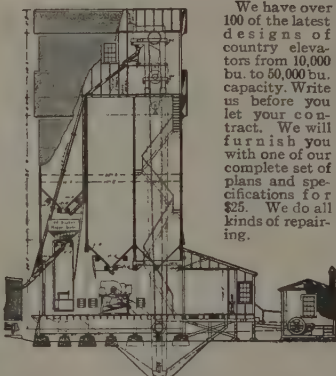


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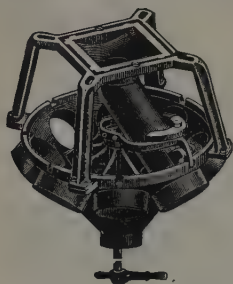
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Send your bill of material for us to estimate, we want to show you that we are after your order.

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Prevents grain mixing in distribution.

Automatically signals when bin is full or spout clogged.

Permits using all bins to full capacity.

Prevents chokes in back leg.

Operates entirely from lower floor.

Drudgery made pastime.

No repairs required.

Send for Booklet "B"

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HALL Non-Chokable Boot

Removes a Great Bugbear



It makes chokes with grain absolutely impossible, thereby removing all the trouble, disaster and expense incident thereto.

Incidentally every cup fills heaping full, utilizing their full carrying capacity, thereby doubling the amount daily elevated, without care, attention or anxiety. Pay for themselves in work accomplished in 30 days.

Send for Catalogue "D"

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222 First Nat'l Bank Bldg. - OMAHA, NEB

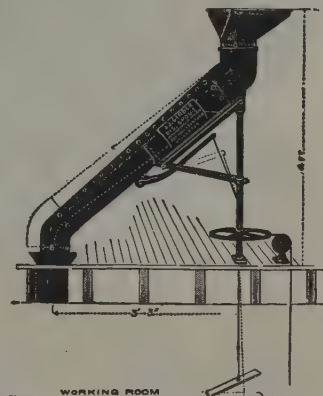
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Different from any other cotton belt on the market, being solid woven and therefore will not separate.

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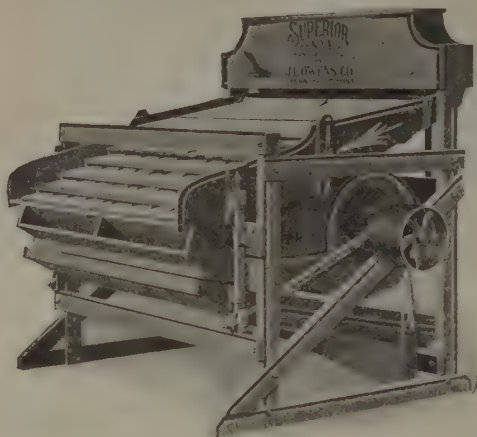
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152 Lake St., Chicago

ARE YOU FIGURING ON A CLEANER?

Then we want to send you our catalog and quote you prices on our full line of Cleaners. The No. 4 Superior, shown below, is only one of the many different styles of Cleaners we manufacture for every kind of work. This catalog cannot fail to be of the greatest value and interest to you. Just drop us a letter or card today.



Address

J. L. OWENS CO.

615 Superior St. S. E.

MINNEAPOLIS, MINN.

V. S. Corn Sheller

IS A GOOD INVESTMENT FROM
START TO FINISH

No cemented pit, tank, expensive hopping—
takes up less room, less power and cheapest repaired.

GIVE IT A TRIAL
(PATENTED)



SEND FOR A CATALOG

CHICAGO REPRESENTATIVES:
NORTH-SHARP-SAILOR CO.
1329-30 Monadnock Block
Chicago, Ill.

OKLAHOMA REPRESENTATIVE,
J. A. HORN,
322 Bassett Building,
Oklahoma City, Okla.

B. S. CONSTANT CO.

BLOOMINGTON

ILLINOIS

The Principal Cause of Corn Cleaner Troubles

For many years grain dealers have had trouble with corn cleaners, both as to faulty construction and inability to do the work. The principal cause of this has been that manufacturers have been trying to build their machines as cheap as possible in order to sell a lot of them.

We started to build a cleaner with the sole idea of making it do the kind of work that would win good words everywhere. We are building it to do the work for years to come and not merely for the purpose of selling a lot of them at a low price. In order to do this we include a number of necessary features that other manufacturers omit in order to save expense of construction.

If you are looking for the best in corn cleaners you will buy the Beall.

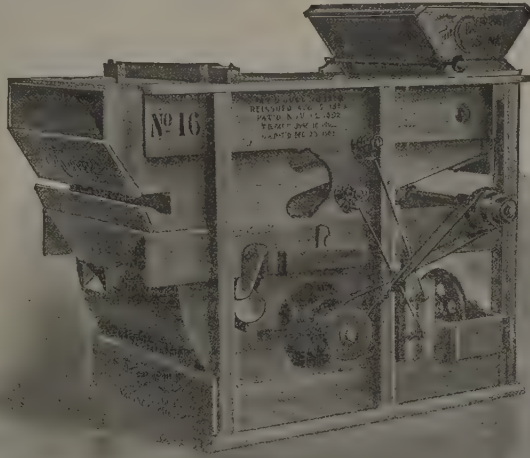
Write for Prices

The Beall Improvements Co.

Decatur, Illinois

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.

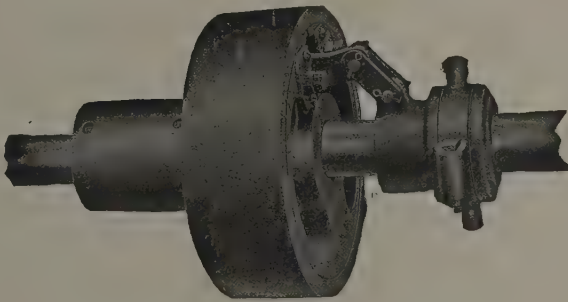


A. T. FERRELL & CO.

Saginaw, Michigan

The "Western" Friction Clutch

The "Western" Friction Clutch Is the "Best in the World." Why?



- 1st—Because it is more simple.
- 2d—Because it is stronger.
- 3d—Because it is more durable.
- 4th—Because it requires but little adjustment.
- 5th—Because it is easily and quickly adjusted and ANYONE can do it.
- 6th—Because it will hold more to its size than any other clutch in existence.

B. T. RAILSBACK SONS
INCORPORATED
GRAIN COAL STOCK
HOPEDALE, ILL.

UNION IRON WORKS, Decatur, Ill.

GENTLEMEN:—Enclosed find our check for \$53.00 to cover invoice of April 27. The clutch has arrived and is installed. To say that we are satisfied with it is expressing it mildly. We have used three different makes of clutches and we think yours is at the top of the heap.

Yours truly, B. T. Railsback Sons, R. J. R.

May 7, 1907

Ask for Net Prices and any Further
Information.

UNION IRON WORKS, DECATUR, ILLINOIS

Manufacturers of "WESTERN" SHELLERS AND CLEANERS

ELEVATORS FOR SALE.

ELEVATOR and residence for sale on the Soo Line in N. D. Address L. Box 126, Anamoose, N. D.

GRAIN ELEVATOR in splendid location. 3 lots. Price \$3,000. Address G. W. Ranson, Havana, Ill.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE—One modern equipped elevator in Southern Minnesota on Omaha Railroad. Address Lock Box 713, Sioux Falls, S. D.

GOOD ELEVATOR and coal business for sale, doing good business. Reason for selling to dissolve partnership. Address Box 301, Prescott, Iowa.

ELEVATOR FOR SALE—20,000 bu. capacity, on Union Pacific, in the best part of Eastern Nebraska. Address Wan, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and residence on M. P. in N. E. Kans. that can show business and good reason for wanting to sell. \$9,500.00. Address OL Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS: One of Indiana's best money makers, if sold quick. Several in Ill. & Ia. Land to trade for elevators. Jay D. McClean, 403 N. Jef. Ave., Peoria, Ill.

A STRING of five elevators in Southern Minnesota for sale, or will exchange for Dakota or Minnesota land. W. C. Rodgers, 317 Bank of Commerce Bldg., Minneapolis, Minn.

FOR SALE—50,000 bu. elevator and coal business, one of the best locations in northwestern Nebraska. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

TWO OKLAHOMA elevators for sale, in good condition and doing good business. Best of reasons for selling. Address Okla, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J, Box 9, Grain Dealers Journal, Chicago, Ill.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—An Iowa elevator and grain business in a town of 1500 people where there is a large territory and no competition. Side lines that alone show a good profit. Address A. X. Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10 shares of stock in a growing grain company in Indiana, operating 5 stations, pays 8 per cent, will pay more. Price \$102 per share and buyer gets accrued dividends. Good reason for selling. Address Shares, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR on Clover Leaf R. R. in Vanwert Co., Ohio, for sale. 10,000 bus. capacity. In good location. Bargain if sold soon. Must sell on account of ill health. J. A. Rexroth, Tokio, VanWert Co., O.

FOR SALE—Two elevators on Wab. Ry., in No. Cent. Ind.; cap. 10,000 bus. each; no competition in either town; 6 miles apart; fine farming country. A bargain if taken soon. W. B. Calvert, S. Bend, Ind.

FOR SALE—Half interest in grain, seed and milling business in good southwestern Iowa town. This is a first-class business and is a money-maker. Write at once for full particulars. Address H. I. Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

WE HAVE 9 special bargains in grain elevators on different railroads in Central Ind. which are the best bargains, counting shipments, conditions and net earnings that can be got anywhere. Will net 40% and up. Prices \$4,500 to \$12,500. We don't let buyers go wrong. John A. Rice, Brokerage, Frankfort, Ind.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also were rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

NOTHING TO DO but sell elevators and mills. Sold 44 in 14 months. Each buyer for reference. Have a wealth of good offers now. We list all subject to prior sale. Good work for usual commissions, paid by seller—2½% charged except by special contracts. John A. Rice, Elevator Broker, Frankfort, Ind.

GRAIN AND COAL BUSINESS for sale, located in S. E. Kans. Grain house and office 20x40—one and a half story. Corn dump, capacity 5,000 bu., corn crib 2,000 bu., Haweye portable dump, own ground, good town, plenty natural gas. Doing good business. Reason for selling want to quit business on account of health. Price right. Address G. C., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

KANSAS ELEVATOR for sale located on the M. P. R. R. in the best wheat growing section of the state, station shipped 500,000 bus. last year, in full crop year will ship 1,000,000 bus. Capacity 30,000 bus. Equipped with the latest machinery, can handle 1,000 bus. per hour; 25 h.-p. Fairbanks gasoline engine; 3,000 lb. hopper scale; Invincible separator 1,000 bu. capacity; No. 4 Clipper cleaner; 4 roll corn chop mill. Also have modern residence, 11 lots, good barn for 10 head of horses, and hay loft of 5 tons capacity. Good chance for lumber yard in connection. For further particulars and terms write L. Schreiber, Otis, Kans.

LOCATIONS FOR ELEVATORS.**GOOD LOCATIONS**

for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

Use The Mahin Advertising Data Book 30 Days FREE

WE want to place in your hands *The Mahin Advertising Data Book* for 1907. —As tangible proof that Mahin Personal Service means a thorough analysis, with the Advertiser, of his market, and his selling proposition. It means digging deep for nuggets of selling argument, and constant, helpful co-operation with the Customer and his Sales Force to one end—*Best Results.*

This is the type of Service that we are rendering today to many of the most successful Advertisers in America, in preparing and executing for them—

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And this is the type of Service which is reflected in *The Mahin Advertising Data Book*—which contains the gist—the pure cream—of reliable Data we have gathered, developed, condensed, verified and applied, in years of broad Advertising experience.

The Mahin Advertising Data Book details the number of people and the number of families in each State in the Union—showing Rural and Urban populations. It tells how many farmers there are in each section, how many mechanics, railroad men, manual laborers, etc., etc., and their average income. It tells you of the distribution of Rural Free Delivery Routes, by which to reach Farmers, and has a complete list of dealers in various lines by states.

The Mahin Advertising Data Book gives complete lists of Magazines, Women's, Agricultural and Religious Publications, Newspapers, Bill Posting and Street Car facilities, with rates, discounts, "closing dates" etc. Besides, over 100 pages are reserved for owners of Magazine, Newspaper, Street Car and Bill Board space to make most explicit announcement of the advantages they offer Advertisers.

Printed upon fine Crane Japanese Linen paper, with gilt edge, in Red Russia leather—452 pages, vest pocket size. Price, only \$2.00.

And we will be glad to send it for a month on approval, to any Advertiser, Advertising Manager, Business Man or Publisher who will write for it. Write for your copy today, to

MAHIN ADVERTISING COMPANY
832 American Trust Building, CHICAGO, ILL.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ELEVATORS WANTED.

WILL BUY Central Illinois elevator. Coon Bros., Rantoul, Ill.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WILL LEASE—Cash in advance, one or two good elevators, doing good business and buy within a year. Corn and oats country preferred. Address C. O., Box 8, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE or trade one-half or whole interest in Flour and Feed Mill and Elevator in Northeast Okla. Two railroads and side tracks. Write W. E. Gorton, Pawnee, Okla., for particulars.

FOR SALE—A 75 bbl. never-failing water flour mill. Universal Bolter system, and elevator, with 120 acres of land, dwelling house and horse barn. Cheap if sold soon. Owner deceased, reason for selling. Address Jay & Rapp, Troy, Ohio.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

MODERN 250 bbl. steam mill and elevator of 45,000 capacity, in Grand Forks Co., N. D., in prosperous wheat country, for sale. Own electric light plant. Bargain for cash, or would consider wild or improved land. W. C. Rodgers, 317 Bank of Commerce, Minneapolis, Minn.

MISCELLANEOUS.

WANTED—The address of Carroll Eltr. Co., Chicago. Address M. R. Corp, Box 8, Grain Dealers Journal, Chicago.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

INFORMATION wanted regarding the Produce & Grain Co., of Wheeling, W. Va., formerly managed by H. H. Daum. Address F. F. Hine, Box 8, Grain Dealers Journal, Chicago, Ill.

WILLIAMS TYPEWRITER in good condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

BARGAIN, 9 room frame dwelling, woodshed and barn. South front on N. W. corner 150x150 ft. in choice section of Tipton, the progressive county seat of Cedar Co., Iowa. Price \$2,000; terms to suit. C. S. Clark, 7130 Princeton Ave., Chicago, Ill.

SITUATIONS WANTED.

SITUATION WANTED as manager of elevator. Satisfactory references as to ability and character. A. T. Holdren, Manson, Ia.

SITUATION wanted as manager of grain eltr. lbr. yard or either. Experienced. Good references. Address C. A. Trueblood, Superior, Neb

SITUATION WANTED as bookkeeper and rate clerk for grain firm. Highest references. Address R. A., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer or to handle elevator; two years experience. Prefer North or South Dakota. Strictly sober. Ben Overton, Dempster, S. Dak.

POSITION WANTED as mgr. of elevator or line of elevators; 18 years experience; keep double entry books; best of references. Address A. W. Walls, New Richmond, Ind.

SITUATION wanted as grain buyer or mgr. of eltr. 6 yrs. exper. Reliable. Ref. Have run gasoline engine. American and Scandinavian spoken. Address S. C., Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION wanted by experienced man with good references, as manager of country grain business, or as superintendent or assistant superintendent of terminal elevator. Address J. R. Marshall, Glen Elder, Kans.

YOUNG MAN, experienced in grain business, wants position as manager of country station. Would consider second man's place. Desires to locate in west, preferably in Nebraska. Address H. A. Dever, Exeter, Neb.

SITUATION WANTED by man of twelve years experience at elevator work; understands grinding all kinds feed stuff. Would prefer job in Iowa, will consider any job in my line; will furnish best references. Sylvester Sanford, Rolfe, Ia.

WIDE AWAKE grain man open for managership of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L Box 11, Grain Dealers Journal, Chicago, Ill.

STENOGRAPHER AND BOOK-KEEPER desire position with grain firm. Have had six years experience in milling and elevator work and am thoroughly competent. Am employed but desire a change. Can furnish plenty of references. Address G. Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain broker, elevator or mill having brokers wire in office, handling options. Telegraph operator 3 or 4 years; experience with brokers wire. Married man, 30 years old. Highest references. Now employed but want change. Address T. O., Box 10, Grain Dealers Journal, Chicago, Ill.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

HELP WANTED.

MEN WANTED—To work on elevators. Address J. A. Horn, Oklahoma City, Okla.

TWO RELIABLE foremen wanted for elevator construction work. Steady work. W. H. Cramer, St. Paul, Neb.

WE ARE in need of good man to run station, who has had some experience in grain and lumber. The Edmonds-Londergan Co., Marcus, Iowa.

WANTED—a man to take charge of and run an elevator and small lumber yard. Address John H. Lynds Mill & Elev. Co., White Cloud, Kans.

WANTED—Competent foremen and mechanics for grain elevator and warehouse construction. Fred Friedline, Archt. & Engr., Traders Bldg., Chicago, Ill.

WANTED—After July 1, 1907, a man familiar with elevator work, competent to run Allis feed rolls and keep single entry Grain Books. Address Box 382, Waukesha, Wis.

HELP WANTED—several men to manage country elevators, only good men with experience. State nationality and references. Plymouth Elevator Co., Sioux Falls, S. Dak.

EXPERIENCED foreman for terminal elevator at export port wanted. Give references and past experience. Address Sample Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced man who is capable of taking charge of country elevator in Wisconsin, one who knows barley. Give past experience and salary expected. Address Wisconsin, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—An office man, 23 to 27 years of age, familiar with track-buying. Must be accurate in figures. Stenographer preferred. References as to character required. Answer in own handwriting stating experience and salary expected. E. A. Grubbs Grain Co., Greenville, O.

WANTED—An experienced man who is capable of taking charge of country elevator, steam plant, no office work, want party who understands grading of corn and oats. State age, experience and if married, in first letter. Good salary paid. Address W. F. Box 11, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8½ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 40 H.P. gasoline engine in good condition. Address W. H. Vander Hayden, Ionia, Mich.

FOR SALE CHEAP—50 H.P. Otto gasoline engine, almost new. Address Ashley Milling Co., Ashley, N. D.

GASOLINE ENGINES, a 12 h. p. a 2 h. p. and a 4 h. p.; good condition. Address, W. L. Prescott, Benkelman, Neb.

FOR SALE—A 10 h.p. Columbus engine in good second hand condition; carefully overhauled. Wallace Machinery Co., Champaign, Ill.

FOR SALE—Ten 2 h. p. Fairbanks-Morse gasoline engines, practically new; also five 2 h. p. International gasoline engines. Address J. C. Mire Implement Co., Ltd., New Orleans, La.

20 H. P. CHARTER, 3 h. p. International, 6 h. p. BAUER. Also other slightly used and rebuilt gasoline engines, taken in trade on larger BAUER engines. Bauer Machine Works, 17th & Wyandotte, Kansas City, Mo.

GASOLINE ENGINES—We have discontinued building small engines, but still have a few of the 2, 7, and 12-H.P. sizes of our celebrated Oil Cooled Engines which we will close out cheap for cash. Hart-Parr Co., Charles City, Iowa.

ENGINES FOR SALE.

- 5 H.P. Foos gasoline engine. \$125.00.
- 6 H.P. Foos gasoline engine. \$150.00.
- 5 H.P. Webster gasoline engine. \$125.00.
- 7½ H.P. Webster gasoline engine. \$175.
- 4 H.P. Waterloo gasoline engine. \$75.
- 4 H.P. Lambert gasoline engine. \$75.
- 15 H.P. Fairbanks gasoline engine. \$300.
- 20 H.P. Fairbanks gasoline engine. \$375.
- 12 H.P. Waterloo gasoline engine. \$250.
- Allen P. Ely & Co., Omaha, Neb.

GAS ENGINES FOR SALE—

- 28-H.P. Fairbanks Morse.
- 40-H.P. Lambert.
- 35-H.P. Foos.
- 16-H.P. Fairbanks Morse.
- 12-H.P. Fairbanks Morse.
- 8-H.P. Fairbanks Morse.
- 7-H.P. Webster.
- 5-H.P. Webster.
- 18-H.P. Olds.
- Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—One 22 ft. Fairbank second hand wagon scale in first class condition and will be shipped direct from the repair shop to purchaser; price \$40.00 f. o. b. Des Moines. Address Scale, 710 Youngerman Bldg., Des Moines, Ia.

MISCELLANEOUS FOR SALE.

FOR SALE—New 2 inch Gardner automatic governor. Will sell cheap. Address Box 281, Ridgeville, Ind.

FOR SALE—1 Brownell 80 HP. Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot, and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall, Ind.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

MACHINES FOR SALE.

FOR SALE cheap No. 2 Victor Corn Sheller; good as new. O. W. Bishop, Corwin, O.

FOR SALE—One size 1 Barnard & Leas corn cleaner good as new. For information apply to Chas. Henn, Borton, Ill.

FOR SALE—1 Monitor No. 5, 1 Barnard & Leas No. 48, 2 Barnard & Leas No. 6 Separators, cheap; good condition, but too small for us. Sheffield-King Milling Co., Minneapolis, Minn.

BOILERS WANTED.

WANTED—Two first-class second hand boilers about 40 to 50 HP. Kinsey Bros., North Manchester, Ind.

SCALES WANTED.

WANTED: 200 or 300 bu. hopper scale in good shape. Blair & Howard, Edison, Ohio.

ENGINES AND BOILERS.

FOR SALE—two second hand boilers complete, including front and grates, size 56 by 16, 44-4 in. flues. Ellsworth Mill & Elevator Co., Ellsworth, Kan.

FOR SALE—Four 125 h.p. tubular boilers complete with fittings except grate bars; 1 Atlas, 4 yrs. old; 3 Kewanee 6 yrs. old; also 4 revolving Wallace stokers. American Hominy Co., Indianapolis, Ind.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MACHINES WANTED.

FEED MILL and grain cleaner wanted. Address F. Ahlgrim, Schneider, Ind.

MISCELLANEOUS FOR SALE.

LARGE R. R. TANK for sale. Practically as good as new. J. F. Umpleby, Pana, Ill.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

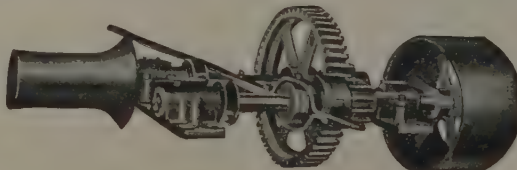
**Our Motto—"They Wear"**

The Milwaukee Bag is the best looking and WEARING bag on the market—made for you to profit. Write for our prices today—and ask for some of our cigar bands.

MILWAUKEE BAG CO., Milwaukee, Wis.

**THE REASON**

most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

BURRELL MFG. CO., 251 South Jefferson Street, CHICAGO

SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

MILLETS, CANE and Kaffir Corn, thoroly re-cleaned, tested for germination and of choice quality. Ask for samples and prices. M. Young & Co., Winterset, Ia.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

What Is It You Want?

To buy or sell an elevator? A job? Help? Partner? To buy or sell an engine? Machine? Boiler? Grain or Seed?

No matter what it is in connection with the grain business, some one has exactly what you want—and will furnish it at your own price.

It is just a question of getting in touch with this elusive "some one"—as soon as you meet the thing is arranged.

Try a small For Sale or Wanted ad in the Grain Dealers Journal—that is what hundreds of others have done to their entire satisfaction.

Getting what you want costs so very little this way—and the way is so very easy. Simply send us an idea of what you want and we will write a readable ad in the least amount of space possible.

Thousands of grain men read the Grain Dealers Journal twice each month—even if there is only one among all that crowd that can fill your want, you will be satisfied.

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote E. C. Hawkins, Broker, Nashville, Tenn.

SOUND, CLEAN Japanese buckwheat wanted; carlots or less. Theo. P. Huffman & Co., 648 W. 34th St., New York, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

GRAIN FOR SALE.

For Sale by WISCONSIN NORTH-EARN GRAIN CO. of MINNEAPOLIS, MINN., operating both Country and Terminal elevators, Wheat, Oats, Corn and all kinds of screening. Correspondence solicited.

YOU KNOW

you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

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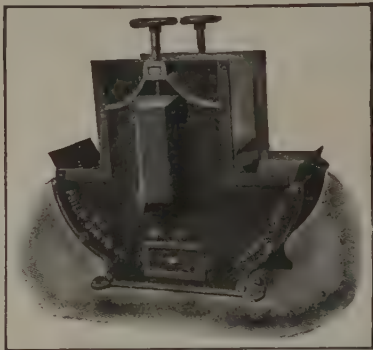
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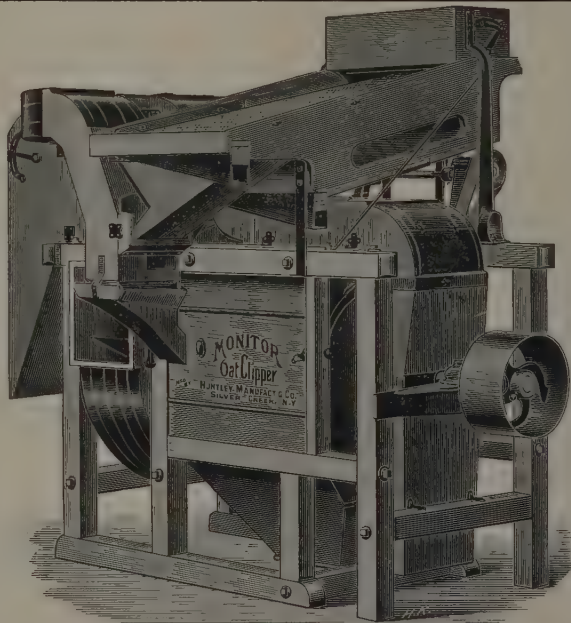
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SOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,
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The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as Second-Class Matter.

CHICAGO, ILL., JUNE 10, 1907.

WINTER shelled corn is still causing grief to its possessors, while the spring shelled corn brings joy and profits.

MORE reliable government crop reports might convince some persons in the grain trade it can do something well when it tries.

CLEAN your elevator thoroly while you have the time and opportunity to do it with little labor. Make it less inviting to weevil and reduce the chance of a dust explosion.

THE GREED of some carriers is prompting them to charge a large fee every time a locomotive is attached to a car for switching, but the trade will not long stand for such extortion.

THE CONVENTION season is on in earnest and the excellent programs being prepared should insure a large attendance. Every dealer profits by meeting his brother tradesmen and discussing common troubles. None can afford to remain at home.

IT IS far more unreasonable for a grain receiver, who is a member of a central market exchange, to solicit grain shipments from a scooper than it is to ask the shipper who has elevator facilities to cease shipping to the city scalper who is not a member of the exchange and may not be eligible to membership. It is dangerous to do business with either.

SOME of the blind ads emanating from Newville, Pa., can be traced to Fickes Grain & Feed Co., which has been succeeded by the Transit Mill & Elevator Co. Neither of these companies is responsible, and dealers who ship grain to them live to regret it.

I TOLD you wheat wud sell for more than a dollar. We did it.—Pres. Everett of the American Society of Equity. And what is more a lot of the credulous bucolics believe Mr. Everett is responsible for the rise in the market price of wheat, and will help him get more members for the society.

THE power of the Interstate Commerce Com'n to reduce rates has been upheld by the U. S. Supreme Court in a case where the Southern R'lwy charged a Georgia lumber firm a new and higher rate. The old and lower rate being considered reasonable by the shipper, the Com'n and the Court.

DEALERS who delight in figures shud carefully tabulate and estimate the percentage of crop reports circulated in this country which are prompted by dishonest motives. We do not refer to reports circulated by men interested in the market because it is absolutely impossible for such a man to see conditions contrary to his own interests.

ANOTHER sign of encouragement to shippers is found in the arrest at Atlanta, Ga., of a switchman who was detected raking grain from a car into a bag which he held up to the door. It may take many years to stop all stealing of grain on its way from shippers to consumer, but the Shortage Committee is justified in reporting "encouraging progress."

SHIPPERS should demand a voice in the drafting of rules governing the grading of grain and have representation on appeals committees. They are interested more than any other section of the trade in having uniform grading, they pay for the grading and do much kicking against variable grading, yet overlook the opportunity to remedy their trouble by reforming the inspection departments.

THE UNIFORM B/L Committee composed of railway traffic officials and shippers' representatives has met many times during recent years and agreed upon different forms of B/L. Many times an agreement has been announced, but other conferences have followed showing conclusively that railroads did not propose to give up anything and meant to wear out the shippers' representatives if possible. Finally, the Interstate Commerce Commission has issued a circular granting a hearing on this subject at Washington next week. A uniform B/L must be adopted thruout the land if the liability of carriers is ever to be understood and the rights of shippers protected.

FOREIGN buyers of American grain will meet again in London next month to nurse their wounds and to protest against the misgrading of grain exported from this country. Their heavy losses may result in their agreeing to refuse to buy grain on American terms, but they are too badly scattered to enforce such an agreement. United States exporters should be well represented at the meeting.

ELEVATOR allowances have not yet become general, but the western railroads are struggling with the proposition. The Union Pacific has repeated its offer of $\frac{3}{4}$ c allowance to any elevator releasing its car within forty-eight hours after arrival at Omaha, Council Bluffs, St. Joseph or Kansas City. With the Union Pacific firmly established in this practice, the competing roads will find it necessary to grant the same allowance.

KANSAS CITY bucket shoppers have about given up the ghost and the biggest fakir of them all has closed its doors. Some of the members, posing in the guise of a commission firm, have applied for permission to do business in Kansas City, Kans., but met with the refusal they merited. Kansas City is indeed fortunate in obtaining relief from the sharpers. It is to be hoped that the relief will be permanent and that the remedy may be applied in other markets.

ELSEWHERE in this number is a very interesting communication from an Illinois grain dealer who has at small expense equipped his gasoline engine so as to permit the use of kerosene. The problem is one which the advanced price of gasoline must soon bring home to all elevator operators using this power. We hope soon to have more definite information regarding the ways and means of changing gasoline engines so as to use kerosene, which is a much cheaper fuel.

FOR several years, millers have been protesting against the encouragement given the growing of durum wheat by the Department of Agri. and petitioned for more reliable crop reports by the Department. All of which has had no effect and we doubt if a Federal Inspection Department wud give any more attention to the wishes and needs of the grain trade, were the Federal government to obtain control of grain inspection as is now contemplated by the hungry horde of politicians. Those who deal in grain are the only ones directly interested in grain inspection and they are better fitted to establish a perfectly fair and accurate grading of grain than could ever be expected from politicians. It wud surely be a great mistake for the trade to ignore its plain duty in regard to uniform grading. In the trade's apathy to its own shortcomings the Government finds its one excuse for engaging in the grading of grain.

THE BAG LENDING abuse has received another death blow from wheat dealers and millers in the vicinity of Owensboro, Ky., and Taneytown, Md., who have found bag lending an expensive practice. In Kentucky they have turned over all their bags to a "Bag Exchange" which will rent bags to farmers at two cents per month. Grain dealers of benighted districts still afflicted with the old time custom of loaning bags shud profit by the example of the wheat buyers of Kentucky and stop lending.

MISSOURI'S Chief Grain Inspector, Harry C. Nunn, was at St. Joseph recently and informed the trade that all grain shipped to that market would be weighed by the Western Weighing Ass'n on track scales and supervised by special weighers. Evidently, the politicians are determined to make their weighing service as unreliable as possible. A few suits for damages where incorrect weights are reported may be necessary to impress the political weighers that they have much to learn regarding track scales.

IN OUR Iowa news column this number is reported the death of another boy sucked into a bin from which corn was being drawn. At another point in Iowa, a grain company is being sued by the parents of a boy who lost his life in a bin of its elevator, for damages. The wonder is more suits of this character are not brot. Some elevator proprietors are now posting at every entrance to their plants a large placard bearing the words: "BOYS KEEP OUT. We will not be responsible for injury to boys entering this elevator."

MISSOURI politicians will meet with considerable opposition in their effort to levy on the grain trade of the state at every turn. The grain exchanges of Kansas City, St. Joseph and St. Louis have joined hands and will make a determined fight against the installment of political grain weighers in every market. For several years grain weights at St. Louis and Kansas City have been above suspicion and no improvement can ever be expected at the hands of the politicians. The trade has been more than satisfied, and no one complained or asked for state weights. The politicians in utter disregard of the rights and interests of the grain trade of the state saw an opportunity to raise more pap for the hungry horde, so enacted the weighing law in defiance of the united protests of the outside shippers and terminal market receivers. It is decidedly refreshing to learn that the exchanges will not submit to this unwarranted interference with the grain trade, but have employed able legal talent to fight the grafters. A fight will also be instituted against the tax of 25 cents on each trade in futures. The exchanges will have the earnest wishes of the entire trade for success in both contests.

THE ASSOCIATION'S WORK.

The grain organization which is fulfilling its mission is straightening out the sharp turns in the trade roadway, guarding the pitfalls and warning members of the dangerous places. It is reducing the opportunities for losses, minimizing the tax on capital and energy, and thereby insuring and increasing profits.

Multiplicity of methods and variation of practices always add confusion and expense to every phase of commercial life. The grain trade is no exception. The more opportunities the members of the trade have for honest differences and misunderstandings the more costly blunders will they make and the oftener will the careless dealer fall into the well laid trap of the sharp trickster.

Uniform methods, uniform customs, uniform forms for bids and confirmations and uniform grading as well as uniform rules governing the grading will serve to simplify the business and minimize the opportunity for expensive differences.

The trade can readily displace the present confusion with systematic simplicity and to the great advantage of every member. It will require considerable careful and persistent work, but the reward is well worth the effort of the trade's organizations.

BANKS SHIRKING RESPONSIBILITY.

Grain shippers who wish to borrow money, even a small amount on real estate must prove they have a clear title and then give a mortgage or trust deed, their signature to which must be acknowledged before an authorized notary public, but when *anyone* presents what appears to be a B/L with draft upon a receiver in a distant market attached the bank asks no questions and quickly pays the draft.

Before the amount of its discount is credited to its profit account, or the drawer has counted his money, the bank begins to have forebodings regarding the value of the B/L. Does it call up the station agent and inquire as to the authenticity of the B/L?

Never! To do so would question the honesty of the shipper and the station agent. But it immediately stamps on back of draft a statement which in itself should be enough to make the cautious drawee refuse to pay the draft. Here are a couple of doleful warnings stamped upon the back of drafts by Kansas banks:

"NOTICE: This Bank hereby notifies all parties concerned that it is responsible neither for the quantity, quality, nor for the delivery of goods covered by any bill of lading which has been, is or may be attached to this draft."

"The ——— Bank assumes no liability for any contract that may exist between the consignor and consignee of the commodity covered by the bill of lading hereto attached, nor will it be responsible for

the quality, quantity or condition of the goods represented by said bill of lading. The payment of this draft will signify acceptance of the conditions named."

Common business care would require bank at shipping point to investigate the business standing of the drawer and the genuineness of the B/L. The slack method of handling this business leaves open so many opportunities for dishonesty and trickery the wonder is receivers honor any drafts attached to scraps of paper which may be Bs/L, altho they bear little evidence of such forms. Such lax methods facilitate and encourage dishonesty and stand a perpetual disgrace and reproach alike to the members of the grain trade, the bankers and the railroads.

Shippers would promote their own interests and give receivers more confidence by insisting upon having a regular B/L filled in and properly signed in ink and then send full statement of the facts regarding shipment and draft to the drawee.

THE SECOND UNIFORM GRADE CONGRESS.

For many years members of the grain trade have hoped and longed for uniform rules governing the inspection of grain and for grading which would be uniform in all terminal markets. Dealers have persistently protested against the use of numberless rules and vigorously denounced the unreliable and variable gradings in different markets.

For months the National Ass'n which called the first Uniform Grade Congress has been working assiduously to induce the different markets to smother their jealousy and join in the adoption of the rules drafted by the Congress, but without success. Several agreed without any reservation to adopt the rules, while a few more agreed to accept if competing markets would do likewise. If every grain shipper to the hesitating markets had written to each receiver of those markets a mad rush to adopt would have crowded aside all hesitation. The shippers have been asleep. It is high time they awakened to their own interests.

In competing with one another for foreign trade export ports have reduced their grades until the grain loaded into steamers in some ports no longer has the slightest resemblance to that described by the rule. The complaints of foreign buyers against the swindling methods of exporters resulted in the grain inspection authorities of all important ports save Baltimore agreeing to send delegates to a meeting to form an International Ass'n of Grain Exchanges, the ultimate purpose being to secure uniform rules and to insure uniform grading of export grain at all seaports. Some ports are raising all kinds of groundless objections to everything which has to do with the move, proving beyond doubt their unwillingness to join in a general move for uniformity

and fairness. If the representatives of all export ports could meet in advance of the Uniform Grade Congress and agree upon rules and a feasible plan for securing their enforcement, it would greatly improve the prospects for harmonious action of the second Uniform Grade Congress, which will be held in Chicago June 20.

Perfection has not been claimed for the rules adopted by the first Uniform Grade Congress and it is not expected the next Congress will attain it, but the delegates working in the interests of the entire trade will come nearer to it than ever.

The inspection authorities can not longer drift about in the old indifferent way blind alike to the rights of the shipper and the buyer who must depend upon the inspectors to measure quality. If unable to obtain protection in the central markets they will be forced to go around them and deal direct with one another, while the foreign buyer will refuse to buy from us at any price. No market which sincerely believes in a square deal policy can afford to indulge the least hesitation in joining any honest move to correct the abuses surrounding the grading of grain.

THE USE of private car seals is growing so rapidly, it is becoming much easier to determine whether or not shipment arrives at its destination in the condition it left the shipper's station. Shippers who use private seals and insist upon having report on the condition of car and seals upon its arrival at destination not only learn when the car arrives in bad condition or leaking, but prompt both the carrier and the unloading elevator to guard more carefully his interests and each watches the agents of the other that carelessness or other cause of shortage may be more definitely traced.

IN VIEW of the large and unreasonable shrinkage reported in grain dried at some ports where export mixers are anxious to bring driers into disrepute, the average shrinkage in corn dried at New Orleans during the past season furnishes much encouragement for shippers. At New Orleans it is customary to raise corn to No. 3 before permitting it to be loaded into ocean going vessels. A carefully compiled record of the average shrinkage during the past season shows that it runs from about 4½ to 5½%. In some other export markets several buyers have striven to queer the driers with the trade by forcing and reporting excessive shrinkages. In fact, one case was reported in these columns where a car of wheat was shrunk 108 bushels. We do not believe such a shrinkage is possible unless it is desired to destroy the grain. Surely it would have no market value after so large a shrinkage.

The hay crop of Iowa as reported will be 77% as compared with last year's crop based at 100.

Seeds

Hart & Longworth have purchased the seed store of W. E. Walker at Hicksville, O.

Meadows are looking good, except the partial loss of clover.—W. H. Rogers & Son, Adrian, Mich.

"That what people sow they shall also reap" does not always apply to the pictures on the free seed packages.

Remember the 25th annual convention of the American Seed Trade Ass'n on June 25-27 at the hotel Astor, New York.

The government contract for putting up and distributing seeds to be given away next year has been awarded to Herman J. Westwood and Elton D. Cole of Fredonia, N. Y.

The condition of old clover in Missouri on June 1 is reported by the state board of agriculture to have been 76 and of new clover 77, and the condition of timothy 74.—Geo. B. Ellis, Secy., Columbia, Mo.

Hamburg, Germany.—The season is nearly over, yet there is some demand for alfalfa, but stocks are nearly exhausted. No large stocks of red clover are carried over. We had a very large crop of white clover.—F. Wegner.

Frosts during the past month have seriously damaged clover. The present prospect is estimated at 66 per cent. Timothy is making a much better showing, the average prospect being estimated at 81 per cent.—Ohio Dept. of Agriculture.

The Kentucky Bluegrass Seed Co. has been incorporated at Mt. Sterling, Ky., to build two large seed warehouses and a cleaning plant. The capital stock is \$8,000, and the incorporators are J. M. Bigstaff, M. O. Cockrell, Frank Tabb and W. A. Thomason.

The Orchard Grass Seed Commission Co. has been incorporated in Jefferson County, Ky. The capital stock is \$2,000, and the incorporators are W. J. Johnston and N. A. Hardin of Harrods Creek, and C. R. Stoll and J. C. Pierce of Goshen, Ky.

Clover seed bulls are not as aggressive. They tried to scare the shorts in, but failed. Most of the shorts appear stubborn. They say prices are higher than ever before this season and it is a long time until harvest. They think the next crop can hardly be as small as the last, taking Europe, Canada, and our country together. Bulls think our home crop will be smaller. It will in some sections, judging from the present outlook, and it looks better in others.—C. A. King & Co.

Chicago received during the week ending June 8, 179,050 lbs. timothy seed, no clover seed, 215,200 lbs. of other grass seed, and 15,290 bus. flaxseed, compared with 262,915 lbs. of timothy seed, 550 lbs. of clover seed, 148,925 lbs. of other grass seed and 14,400 bus. of flaxseed for the corresponding week of 1906. Shipments for the week have been 76,764 lbs. of timothy seed, no clover seed, 326,491 lbs. of other grass seed and no flaxseed; against 40,200 lbs. of timothy seed, 754 lbs. of clover seed, 79,755 lbs. of other grass seed, and 500 bus. of flaxseed for the corresponding week of last year.

London, Eng.—The quantity of English red clover offering becomes smaller every day, and a decided rise of 3- to 4- per cwt. has taken place; choice grades are in

strong demand; the home trade is nearly over, but the demand for the colonies continues, and as neither the continent, America or Canada can supply this season, the whole of the demand falls upon the stock here. White clover, alsike, trefoil stocks are greatly reduced, and some difficulty is experienced in finding lots suitable for colonial orders.—W. H. & H. LeMay.

Association Meetings.

June 11-12. The Illinois Grain Dealers Ass'n will hold its annual meeting in the Auditorium Hotel, Chicago.

June 19. The Indiana Grain Dealers Ass'n will hold its midsummer meeting in the Assembly Hall of the new Board of Trade Bldg. at Indianapolis.

June 20 the second Uniform Grade Congress, called by the Grain Dealers National Ass'n, will be held at Chicago.

June 25-26-27 the American Seed Trade Ass'n will hold its annual meeting at New York.

June 26-27 the Ohio Grain Dealers Ass'n will hold its annual meeting at The Breakers, Cedar Point, O.

July 9 the Iowa Grain Dealers Ass'n will hold its annual meeting at Des Moines, Ia.

July 11-12th the Tri-State Grain Dealers Ass'n will hold annual meeting at Sioux Falls, S. D.

July 16, 17 and 18 the National Hay Ass'n will hold its annual meeting at the Cataract-International Hotel, Niagara Falls. An attendance of 900 is expected by Sec'y Goodrich.

Oct. 2 and 3 the Grain Dealers National Ass'n will hold its annual meeting at Cincinnati, O.

Cause of Mysterious Deterioration of Corn in the Spring.

There have been numerous complaints of deterioration in quality of corn that was shipped, especially during the month of March. Corn that was loaded as No. 3 in apparently good condition arrived at destination, particularly when delayed in transit, grading No. 4 and No Grade.

Corn that is put in store during cold weather will retain a cold temperature in the bin even into warm weather. When such corn is taken from a cold temperature and loaded into the cars in warm temperature the sudden change of the temperature precipitates moisture that is absorbed in the corn and thus increases the moisture content and under extreme conditions such corn will heat if held in the car too long. Such corn when being loaded and inspected by the shipper will appear to be in good condition, the change in conditions occurring after the loading and inspection.

Corn that is put in elevators in cold weather should be loaded and shipped in cool weather and not when the air is warm and damp. If such corn could be given a gradual airing by elevating and running it through a cleaner, it would no doubt be beneficial.—Geo. A. Wells, Des Moines, Ia.

Locusts are expected in Argentina this year and the Agricultural Defence Commission recently held a meeting to provide ways and means to exterminate the pest. In several counties there are now great swarms and a general heavy invasion is expected.

Letters

From Dealers

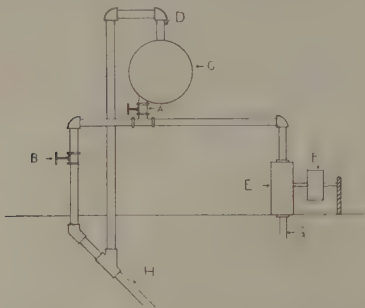
[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

PIPING GASOLINE ENGINE FOR KEROSENE.

Grain Dealers Journal: We are now operating two of our gasoline engines on kerosene with good results so far.

We changed from gasoline to kerosene at an expense of about \$10 for each engine, including a small tank for the gasoline or kerosene.

We were told that if we could get the



cylinder hot by first using gasoline to start we could turn on the kerosene and use it the same as gasoline. The engine should be stopped on gasoline as well as started, so as to leave the pump and

pipes full of gasoline only to start on.

The arrangement of piping is shown in the engraving herewith, in which C is the engine cylinder; E, rotary pump; F, belt pulley; G, pipe to well; A, globe valve to water jacket around cylinder; D, overflow; B, globe valve on return pipe to well, and H, return to well.

When starting, valve A is opened to pump the cylinder jacket full of water, the water running back into pump to prime it. Closing the valve also holds the water in the cylinder when it is necessary to stop; keeping the hot water in the cylinder does not require so long a run on gasoline to start.

After starting, the engine is run on gasoline until the water in the jacket gets hot, the water from the pump being run to waste pipe. The flow of water thru the jacket of the cylinder is regulated by the globe valve B, after turning on the kerosene. By means of the two globe valves, A and B, the amount of water passing thru the engine can be regulated almost to a drop. Valves A and B are the 1-in. size and we use an inch pipe from pump to engine, and 1½-in. for the overflow.

For piping the kerosene (not shown) we use a quarter-inch pipe attached under the gasoline pump; and on the oil overflow we have a three-way connection; ¾-in. Supplymen furnish the 1½-water overflow connection out of stock, but we had to have the three-way oil pipe connections made.

We have run as much as five hours at a time handling grain, leaving the throttle that furnished the gasoline at the same mark in using the kerosene. We find that kerosene does not require so much air as gasoline and this is regulated by using a cut-off, which we experimented with until we got the required amount.

We gave our engine a good test and think the change will effect a great saving in fuel. We are using it on the

Fairbanks-Morse and Columbus engine.
—Edwin Beggs, Ashland, Ill.

SURPLUS OF MUTUAL FIRE INSURANCE CO. AND IOWA LEGISLATION.

Grain Dealers Journal: I am very much pleased with the article in the Grain Dealers Journal for May 10th, in regard to surplus of mutual fire insurance companies. Until quite recently it has been thought to be an evidence of graft, if not a crime for an Iowa Mutual Fire Insurance Co. to have a surplus at all. The last 32nd General Assembly of Iowa has that differently and wisely as well, and made a complete revision of our Mutual Insurance laws by which mutuals writing a general line of insurance are required to create and maintain a legal reserve.

Fortunately, the mutuals are well prepared for this change. Some have already the full legal reserve, others nearly so, and all in a healthy and prosperous condition. The legal reserve in this state is fixed at 40% of a year's premiums and cannot exceed 50%.

Another excellent provision of the revised Mutual Insurance laws is the provision of limiting the maximum liability of the assured. This the Iowa Mutuals have agreed shall not exceed one more annual premium. This alone, if necessary, to call for it, would give to the Iowa Mutuals an equivalent of a reserve of 100% and when we consider that if the twenty Stock Insurance Companies that failed (no Mutual failed), as a result of the San Francisco conflagration could have assessed their premiums but 25% they could have paid all their losses without impairing their capital or surplus.

It will be seen at a glance how thoroughly safe and sound the Iowa Mutuals are. Many people have a mistaken idea in regard to capital in an insurance company. It is the premium account that

Attended Both Texas and Oklahoma Meetings.



Just Arrived in Ft. Worth from Oklahoma Meeting.

pays all the losses and expenses. Capital is simply an arbitrary amount on which to pay dividends out of the premiums received. In a Mutual these dividends are handed back to the assured. The whole Insurance principle is one of Mutuality, and in a Mutual Company, the surplus or reserve belongs to the persistent policy holders.

We are expecting large increase in our business as a result of the new Mutual Insurance laws. Very truly yours, F. D. Babcock, Secy. Grain Shippers Mutual Fire Insurance Association.

DELAYED INSPECTIONS.

Grain Dealers Journal: On April 5th car of corn was shipped to Minneapolis to fill a sale "to arrive" of No. 3 white corn. The car arrived and was inspected by the State Inspector as No. 3 white April 11, 1907, and was ordered to a mill for unloading. On April 17th the buyer refused to accept the corn because of heating condition, this being 6 days after inspection. The receiver made settlement by allowing the buyer 12c per bushel. The corn was sold "to arrive" and the receiver made terms "delivered at mill."

It seems that this is a regular custom at Minneapolis and that the buyer can call for re-inspection on arrival at mill or elevator to which it was ordered regardless of the length of time taken to deliver or the delay of the elevator or mill in unloading.

At Chicago, unless a car be too full for thoro inspection, the buyer must call for re-inspection before one o'clock the following day, and if such re-inspection is not called for then the original inspection stands as the basis of settlement between buyer and seller.

The custom at Minneapolis would seem to be unfair to the shipper, especially of corn, as in the case above mentioned, in the germinating season, the corn would perhaps reach Minneapolis in 6 days in good condition, but another 6 days in the car would develop a heating condition,

and this being a condition of natural hazard, the original inspection should be applied as the line of responsibility.—Yours truly, Geo. A. Wells, Sec'y.

ALSO OBJECTS TO TERM KILN DRIED GRAIN.

Grain Dealers Journal: In your issue of May 10th, I noticed an article in regard to kiln dried corn, in which the writer objects to the term "Kiln Dried," as applied to artificially dried corn. While the writer of this article agrees with your correspondent that the term as used, "Kiln Dried," is a misnomer, but when he seeks to have the name changed to "Hess Dried," thereby giving the impression that all corn or grain artificially and 98% of all grain so dried, is "Hess Dried," I wish to take issue with him.

There are a few other driers on the market and in operation in all parts of the United States and the claim that 98% of all the grain is "Hess Dried" is far from correct, or that the Hess mode of drying grain is so far superior to all the other methods that it entitles them to the name of "Hess Dried" I emphatically deny. The proof of the pudding is in the eating.—F. R. Morris, Milwaukee, Wis.

The provincial authorities of Penza, Russia, recently condemned 117 cars of grain infected with ergot, which had been shipped for famine relief.

Rats, and their destruction, was the subject of a circular recently issued by the Department of Agriculture. "An infallible method of extermination of these rodents would be worth more to the people of the United States than the Department of Agriculture has cost since its establishment," it is declared. The brown rat is the most destructive rodent. If every farmer in the United States feeds a rat for every horse, cow, sheep and hog he keeps the total consumption of cereals by the rodents would amount to the enormous total of \$100,000,000 a year.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

ALFALFA HAY WANTED.

Grain Dealers Journal: Can any Journal reader give me the names of manufacturers of ground alfalfa hay?—T. M. Miller.

PROPER SPEED OF BELT.

Grain Dealers Journal: I have read most of the suggestions offered in the Journal regarding the care and management of elevators. From time to time I have seen articles on what "Elevators legs" are supposed to do, but have never seen an article which would give me any light on the size of head pulleys or the proper speed of the belt running over different sizes of pulleys, or the proper spacing of cups on belt.—Jas. McLaughlin, Jr., Nevada, Ia.

Ans.: Belt speed and cup spacing are discussed and illustrated on pages 537-538, May 10 number.

Rice farmers are becoming interested in the modern portable grain elevator and dump, so common in the great corn growing sections of the country. The use of the portable elevator would eliminate sacking when loading into wagon and much time would be saved as well as the expense of buying sacks. Conservative growers yet doubt whether rice can be properly handled unless sacked but some progressive farmers are installing the dump and elevator and will give it a thoro trial.



The Oklahoma Dealers Stopped at the Weather Bureau.

Crop Reports

Canada.

Winnipeg, Can.—Wheat will be heading in 45 days and some will be ripe in 75 days from June 1. Some barley will be harvested in 60 to 65 days from this date.—Campbell & McLean.

Illinois.

Chicago, Ill.—We are getting too many damaging crop reports. We will need to have absolutely ideal weather from this on to get anywhere near a crop compared to last year.—F. M. Bunch.

Blandinsville, Ill.—Oats and wheat are looking fine. Corn doing fairly well. It is a little too cold for it but it appears to be growing. Need warmer weather to force it. The hay crop will be good.—C. W. Carroll.

Blue Ridge, Ill.—Corn is 2 to 3 weeks late. Owing to cold weather and too much rain stand is only fair. Will surely need favorable weather from now on, with a late fall to insure a fair crop. Oats have made good growth the past ten days. With normal conditions from this on looks like average crop for this section.—C. B. Kirk.

Bentley, Ill.—Wheat is looking very well. The green bug has made its appearance in the last few days, but as yet has done no damage. Oats are making rapid growth and give promise of a good crop. Corn is coming up very slowly owing to continued cool weather. Some farmers have had to plant over their corn on account of worms destroying it.—W. S. Walton.

Indiana.

Jeffersonville, Ind.—Condition of wheat good. Corn very backward. Oats very bad.—Eberts & Bro.

Schneider, Ind.—Crops look poor; season backward; don't think we will have much grain to handle this year.—F. Ahlgrim.

Kirklin, Ind.—Corn backward in coming up. There is large acreage of wheat, but it is poor quality. Oats average acreage but very late.—Kirklin Grain Co.

LaGrange, Ind.—The prospect for wheat is much better than a month ago. Continual rains and cold weather is holding oats and corn at a standstill.—W. C. Hawk.

Lapland, Ind.—Good prospect for wheat and oats. Not so large an acreage of wheat but farmers who have wheat have fully a 75% crop. Season has been too wet and cold for corn.—L. W. Brown, Agr. Crabbs, Reynolds, Taylor Co.

Ft. Branch, Ind.—Growing corn very backward. Army worms are doing very serious damage to the growing stalk. Usual acreage has been planted and with right kind of weather will do nicely. Oats are looking fine. Only enough sowed for home use. Wheat looking fine. Will begin to harvest in about three weeks.—L.

Kendallville, Ind.—The growing wheat crop has improved some and it now looks like we would have 50 per cent of a crop. Only about 50 per cent of the corn planting done. Lots of plowing yet to do. Wet weather keeps the farms so wet that farmers can't get onto the fields, and the corn that has been planted is not growing. Many farmers seem to think the seed is rotting in the ground. Hay will be about 50 per cent of a crop.—Campbell & Co.

Muncie, Ind.—A ten days' trip thru Western and Northwestern Ohio disclosed the fact that the wheat will not be over 10 to 15 per cent of a crop. Many fields have been plowed up and sown to oats, which are looking well. Corn is all planted and is up in many places. A frost May 27 nipped it badly. Farmers are making few deliveries of corn for which the dealers are paying approximately 50c per bu. Price of wheat to farmers ranges from 92 to 95c but most of them are holding for \$1.00. Some of the country mills are shipping in wheat from Toledo.—A. T. Ward, of Townsend-Ward Co., Buffalo, N. Y.

Iowa.

Mount Auburn, Ia.—The crops are backward. Corn is a poor stand. Has been some replanting. A little more than usual.—St. Clair & Son.

Casey, Ia.—Corn is very backward. Considerable replanting had to be done. The cut worm is destroying many fields of corn in few days.—E. W. Miller, E. W. Miller & Co.

Cambridge, Ia.—Corn seems to be going backward. In some fields the rows cannot be seen for weeds. It will be some time before the farmers can cultivate. Dealers are buying nothing.—C. H. Casebeer, of Rumsey & Co.

Des Moines, Ia.—Everything relative to crops looks unfavorable here. On my trip to Ponda and return I found corn in bad shape; field after field was barren as the floor. What was up was small and yellow. Oats are good color but thin and short. Raining most of time.—E. C. Fisher, mgr. Warren Grain Co.

Des Moines, Ia.—The percentage comparison of crop acreage with last year is w. wheat, 104, spr. wheat 97, corn 102, oats 100, rye 95, barley 93, flax 93. The estimated crop production for the state at large, based on acreage and conditions as reported to me, anticipating the future conditions as favorable as last season, are w. wheat 1,449,535 bus., s. wheat 5,435,764 bus., corn 338,348,920 bus., oats 123,571,824 bus., rye 265,806 bus., barley 13,813,711 bus.—Geo. A. Wells, Sec'y Iowa Grain Dealers Ass'n.

Kansas.

Vine, Kan.—Wheat is suffering greatly from drought and unless rain comes within ten days (May 23) there will be no harvest. Oats and corn are very backward. The green bug has not hurt the wheat here, having left the fields. Considerable corn is being replanted.—Ferry Rice.

Sylvia, Kan.—Don't think wheat will make more than 80 per acre on an average here. Most all corn has been planted second time, and the weather is cold. Corn is not growing as it should this time of year. Oats have all been listed to corn.—C. G. Hopkins, Mgr., Sylvia Grain & Supply Co.

Topeka, Kan.—It now seems evident that of the State's total area sown to winter wheat last fall about 21 per cent, or 1,410,000 acres, has been plowed up or is worthless, as against the 4 or 5 per cent reported by the same correspondents April 24. The condition, June 4, on the 5,305,000 acres which now seems likely to be harvested, averages for the State 56.7, or 27.3 points less than the general average of the growing winter wheat (about 6,300,000 acres, net) six weeks ago. The causes of the increased areas plowed up and decrease in condition are throat chiefly attributable to the frequently recurring if not continuous low temperatures, and general lack of timely and sufficient May rainfall. The most notable damage of all, however, appears to have been done by the widespread freeze occurring in the last week of May, and this was nowhere more severe than in Barton and the similar great wheat counties in that portion of the State, where the grain was heading or headed, and where prior to this freeze there had been fair promise of a satisfactory crop. With the exception of six or seven in the eastern part of the State prospects have diminished in every county, and markedly in the majority of the foremost wheat-producers. The lowest condition for any one county, 35, is reported for Sumner, the county of largest wheat acreage, and the highest, 74, for Abilene. In many counties the grain has not attained a normal growth, and considerable is likely to be too short for the binder. Harvest will be ten to fifteen days later than usual. One pleasing feature of the present investigation is brought out by the question "Are green lice or other insects doing considerable damage at this time?" to which responses are quite unanimously "No!" The information was often volunteered that the "green bugs" had entirely disappeared. While more or less damage was done by green lice in the southern central counties—and in some of them it was serious—the "green bug scare" of 1907, one of a type annually exploited with Kansas as its stage, is a closed incident. Nearly every portion of the State has been visited by recent rains, and the weather at this date is more favorable for plant growth than at any previous time in the year. At no time has oats promised and the outlook for anything like a normal yield is far from encouraging. Up to within a recent time there has been no corn-growing weather, but the late rains and increasing warmth are greatly beneficial, and the fields are unusually free from weeds.—F. D. Coburn, Sec'y Kan. Dept. of Agri.

Kentucky.

Winchester, Ky.—The growing wheat crop looks well but we are having too much rain.—Goff & Bush.

Michigan.

Woodland, Mich.—Crops are looking fine in this vicinity, taking into consideration backward weather.—Woodland Eltr. Co.

Albion, Mich.—Crops are backward, consequently we can't tell much about them. If warm weather has come to stay crops should be fairly good.—Amsden & Campbell.

Addison, Mich.—Wheat looking well but a very limited acreage. Oats and corn very backward. Grass doing nicely. A few days sunshine will put a different aspect on the crop situation.—O. Smith.

Adrian, Mich.—Growing wheat has improved over thirty days ago. It looked terrible then. Oats in fair condition. Corn about 60 per cent planted. Scarcely any up. Everything is very backward.—W. H. Rogers & Son.

Akron, Mich.—All growing crops are so backward it is hard to forecast what the harvest will be. Wheat in this locality is about 1/3 of an average. Clover hay crop nearly all killed. Timothy very short. Probably 1/4 crop. Spring sowed crops look good.—W. H. Hess, The Hess Co.

Ansansing, Mich.—The extremely cold and freezing weather during the month of May was very severe on all growing crops. Many correspondents report much planting yet to be done. The condition of corn is difficult to determine as only a very small per cent has appeared above ground. The average condition of wheat on June 1 in the southern counties was 72, in the central counties 62, in the northern counties 74, and in the State 70; compared with 79 a month ago. The percent of wheat in the State and northern counties that will be plowed up because it is winter killed is 8, in the southern counties 7, and in the central counties 12. The damage by the Hessian fly in the southern and central counties is 4, in the northern counties 1, and in the State 3. The condition of rye in the State is 81, corn 63, oats 75, and barley 86. The estimated total number of bushels of wheat marketed in the last months, August-May, is 8,000,000 bus. The amount of wheat yet remaining in the possession of growers is estimated at 2,000,000 bus.—Geo. A. Prescott, Sec'y of State.

Minnesota.

Darwin, Minn.—Everything is "O. K.," only a little late.—E. J. Wagner.

Davidson, Minn.—Crops here are almost as far ahead now as any former year at this time, tho the season is a month late.—Wm. J. Porter, agt. Federal Eltr. Co.

Climax, Minn.—Crops here look good at present. Spring was a little backward, but the soil is in good condition and all grain is getting a good start. It is not much later than last year, so with good weather from now on the prospects are for a good crop.—J. M. Johnson, agt. N. W. Eltr. Co.

Missouri.

Meta, Mo.—Growing crops not very favorable so far.—Geo. O. Morgan.

Niangua, Mo.—Wheat will make only about 75 per cent of crop. Spring very backward and all crops except potatoes making slow progress.—D. L. Max.

Lee's Summit, Mo.—The farmers claim they have a better prospect for corn than they had last year at this time, for the reason that the ground is in better condition. Last year at this time the ground was dry, and no rain at all. We have been having rain every week. There is a very good stand. A few have had to replant. Some have cultivated their corn once, and it is clean. Wheat and oats are very good. Have heard no one say what they thought the yield would be.—E. P. Clark.

Columbia, Mo.—May 1, 36 per cent of the entire corn crop was planted; in the southwest section 74 per cent of the crop was planted; but on account of the cold

What is the Matter with the Wheat Crop?



From Muscatine Journal.

weather and excessive rains a large portion of that planted up to May 1st rotted, and had to be replanted. On May 31st, the time of making up our present report, 79 per cent of the entire crop had been planted, the central section having the greatest amount of corn yet to plant—only 71 per cent of the crop being planted in that section—while in the northwest section 86 per cent of the entire crop was planted. The corn that was planted after May 15th is generally a good stand. The present condition for the entire state of what is planted is 74, which is an improvement of three points during the month. The highest condition is in the northwest, where it is 80, while the lowest is in the southeast, where it is only 69. Some fields are getting weedy, and the greatest need of the corn crop now is clear, warm weather. The condition of the wheat crop has fallen off only 2 points during the month. There is an improvement of 2 points in the northeast and southwest sections, while the northwest shows a falling off of 1 point, the central 4 points, and the southeast 7. The present average condition for the state is 80. The principal damage to the wheat in the southeast section comes from army worms and plant lice. The greatest damage seems to have been in the counties bordering on the Mississippi River, from the extreme southeastern portion to as far north as Jefferson St. Louis, and Franklin counties. The army worms are reported as far north as St. Francois county. In the southwest section the greatest damage has been done by the plant lice, a very heavy damage being reported from some of the large wheat-producing counties, namely: Jasper, Newton, Lawrence, Greene, Dade, and other adjoining counties in that section. A number of our correspondents report the lice less numerous in the wheat fields than several days ago, and with favorable weather from now on, perhaps but little more damage will be done. The present average condition of the wheat crop for the entire state with favorable weather from now on is sufficient to produce a fair crop of wheat. The very cold weather during the month has not been favorable to the development of the oat crop and the crop has made but little growth during the month. In neighborhoods where the plant lice have been on the wheat they are now found on the oats, and in some fields are doing considerable damage. The present condition of the oat crop is 75 exactly the same as it was one month ago. Warm weather with frequent showers would improve the condition of the crop materially during the present month.—Geo. B. Ellis, Sec'y State Board of Agri.

Nebraska.

Wabash, Neb.—Corn small for this time of year. Wheat started to head. Oats fine.—Warren T. Richards.
Hallam, Neb.—Fine weather for growing crops lately. Several showers of rain have put all crops in fine shape.—Wm. Burke & Co.
Lincoln, Neb.—Heavy rains have fallen over the entire state the past ten days, and reports show there will be 80 per cent of last year's crops harvested.—D.
Fairfield, Neb.—Plenty of wet weather. Wheat is heading out nicely. Indications are good for an average crop. Oats looking fine. Corn is about two-thirds stand. Everything looks 25 per cent better than 2 weeks ago.—Hynes Grain Co.
Wood River, Neb.—Have examined a number of wheat and oats fields in this territory the last week and find small grain doing fine, and no green bugs. Corn is somewhat backward on account of the cool weather, but have plenty of rain lately to insure good crops.—Conrad Grain & Eltr. Co.

North Dakota.

McVie, N. D.—Owing to the lateness of the season the wheat acreage will be decreased about 15 per cent and that of flaxseed increased 10 per cent and barley increased 5 per cent; durum unchanged.—Olsgard Eltr. Co.

Ohio.

Mortimer, O.—Wheat is looking fine. Oats good. Corn backward. Grass fine.—Ohio Hay & Grain Co.

Columbus, O.—The wheat prospect compared with an average is 77, winter barley 81, spring barley 81, rye 86, and oats 81 per cent.

Wheat prospects have slightly increased during the past month, the present prospect for the state as a whole being estimated at 77 per cent, compared with an average against 74 per cent reported one month ago. The prospect over the state varies greatly in the different counties, and while in many sections wheat is thriving, with promise of a fair to good harvest, in the following counties: Allen, Auglaize, Darke, Logan, Mercer, Miami,

Ottawa, Putnam, Shelby and Van Wert, the prospect is most discouraging, the percentage estimates for these ranging from 47 per cent in Miami county to as low as 15 per cent in Auglaize county. Of the balance of the seventy-eight counties, eighteen report wheat prospects at 90 per cent or better; thirty-four estimate the prospect between 80 and 90 per cent; eighteen report the prospect between 70 and 80 per cent; while eight counties estimate the prospect from 60 to 70 per cent.

A large area of oats has been sown, but as the seeding was unusually late, and the weather conditions since then have not been favorable to its growth, the plant is making only a fair showing. Its present condition is estimated at 81 per cent, compared with an average.

Corn planting has been retarded by the cold, wet weather, and there yet remains a large area to be planted. In many fields where planted in usual season the grain has rotted in the ground, necessitating re-planting.—From Official Report, Dept. of Agri.

South Dakota.

Menno, S. D.—With favorable weather from now on will raise about 90 per cent small grain crop. Corn very late.—J. J. Decker.

Miller, S. D.—Crops are looking alright. Frost last night (June 5), but no damage. Large acreage of flax this year. Same of barley, oats and wheat.—Miller Bros.

Miranda, S. D.—Crops about two weeks behind. Acreage on wheat about same as last year. Good growing weather.—Philip Finkels.

White, S. D.—Seeding is about done. Farmers are beginning to plant corn. Prospects for a bumper crop are out of the question.—L. P. Barg.

Newark, S. D.—Crops in this locality are about 30 days late, but are coming on in good shape. With favorable weather we will have an average crop.—F. L. Far-rar.

Baltic, S. D.—This has been the coldest spring the oldest inhabitants know of and the crops are from 2 to 3 weeks behind. Corn planting just started. Had a severe frost May 27th but the crops seem hardened from the continual cold weather and the frost didn't do much damage.—E. J. Oyan.

Texas.

Collinsville, Tex.—Oats and wheat crop a total failure. We will have to buy our oats and wheat from north this year. Corn looking well.—W. M. Black, Collinsville Mill & Eltr. Co.

Fort Worth, Tex.—The Texas grain dealers in attendance at the annual meeting of the State Ass'n seem to think that the Lone Star State will not have over 6,000,000 bus. of wheat this year and no oats. Corn is very backward and in some parts is tasseling out altho it has attained a growth of only three to three and a half feet. Spring sown oats in some sections are threatened with rust. Recent heavy rains and warm weather are said to be increasing the chances for rust reducing the

yield. Few stations will have any oats to ship and most dealers will find it necessary to ship in oats from the North.—C.

Wisconsin.

Milwaukee, Wis.—Advices from the Northwest indicate that reports of damage to early seeding have been exaggerated, and the probabilities are that while the seeding conditions have not been of the best, the crop will be as large as the last one, if not larger.—C.

Glenwood, Wis.—Seeding is done. Some fields begin to look green. Winter rye looks good. Acreage of oats and barley a little more than last season. About 5% corn planted June 1. Prospects for this section are very good. Believe as season progresses prices will decline.—J. W. Harrison, agt. Wis. Northern Gr. Co.

Madison, Wis.—Cold weather continued thru the entire month of May. Vegetation has advanced slowly, but has not suffered severely from freezing, seeming, under adverse conditions to have gained an unusual degree of hardihood. Not to exceed 75% of the corn acreage of the state has been planted, much ground being hard in condition for planting. Undoubtedly there will be considerable loss of planting that was done previous to the heavy rains, as on heavy soil the ground is so packed as to interfere with the growth of the plant. The general crop outlook at this date, (June 1) is by no means gloomy. June, July and August almost invariably determine the character of Wisconsin harvests. The percentage of conditions are: winter wheat 80, winter rye 90, oats 86%, barley 87, spring wheat 83.—John M. True, sec'y, Wis. State Board of Agri.

Government Crop Report.

Washington, D. C., June 10.—The crop estimating board of the Dept. of Agri. reports the condition of spring wheat on June 1 to have been 88.7; compared with 93.4 on June 1, last year, 93.7 two years ago, and a 10-year average of 93.3. The acreage of spring wheat has decreased 7 per cent or 1,242,000 acres and is now 16,464,000 acres. The big decrease is in Minnesota, now 90 per cent, while in Washington the area has increased to 102 per cent.

Winter wheat showed a condition of 77.4 on June 1; compared with 82.9 on May 1; 82.7 a year ago; 85.5 two years ago and a 10-year average of 81.1. Texas, which has the poorest condition, 44, is one per cent better than a month ago. Kansas went back during the month from 82 to 60, and Oklahoma stands at the same figure, 60. Pennsylvania has the best condition, 92, the same as a month ago, while Nebraska declined from 91 to 80.

Oats showed a condition of 81.6 on June 1, against 85.9 a year ago; 92.9 two years ago and a 10-year average of 89.7. The reduction in area of oats is 1.7 per cent, or 532,000 acres, leaving the acreage 31,491,000. In eight leading oats states the acreage is as great or greater than last year. The deterioration has been in Iowa, Wisconsin and Michigan; while Illinois and Indiana are better than a year ago, Indiana showing a present condition of 85 compared with 60 at that time.

Officers of Texas Grain Dealers Ass'n.



Sec'y H. B. Dorsey. Ft. Worth, Tex.

Pres. L. G. Belaw. Pilot Point, Tex.

Delay of Export Grain at Port of Loading.

The grain inspectors and exporters are not entirely to blame for grain arriving at foreign ports in bad condition, often the steamship company is solely to blame. Indifference to the rights of the grain shipper and carelessness in loading wet, or green lumber or cotton on top of corn or hot wheat multiplies trouble for shipper and buyer. Loading freight to fill hold on a rainy day never improves the keeping qualities of the grain previously loaded.

Port Arthur, Tex.—Frequently steamships into which we have loaded grain are held one to three weeks for balance of cargo. Occasionally green lumber is loaded on top of grain and on a rainy day.—J. C. Gilham, Supt. Eltr. A.

The steamship companies are further to blame because of inordinate delays of steamship after grain is taken aboard. Sometimes they remain in port several days after they have cleared. At New Orleans a record of the date of loading grain, date of clearing and date of sailing is carefully kept and a perusal of the records shows many loads of corn delayed an unreasonable time. Since Sept. 1 many steamships have been so delayed at New Orleans as is evidenced by the following list which gives the name of the ship, destination, date it commenced to receive grain and the date of its sailing:

Grain Shipments Delayed at New Orleans.

- Texas for Copenhagen, commenced loading Sept. 4; sailed Sept. 15th.
 Atlantian for Antwerp, Sept. 12; Sept. 23.
 Monarch for Rotterdam, Sept. 12, Oct. 9.
 Montauk Point for Rotterdam, Sept. 15, Oct. 5.
 Heathpool for Rotterdam, Sept. 27, Oct. 14.
 Civilian for Liverpool, Sept. 28, Oct. 9.
 Inchdune for Antwerp, Oct. 6, Oct. 20.
 Cynthiana for Rotterdam, Oct. 8, Oct. 19.
 Borderer for Rotterdam, Oct. 15, Oct. 26.
 Dortmund for Hamburg, Oct. 17, Nov. 1.
 Yearby for Copenhagen, Oct. 18, Oct. 30.
 Amerlan for Manchester, Oct. 18, Oct. 28.
 Madura for Rotterdam, Oct. 24, Nov. 3.
 Custodian for Liverpool, Nov. 9, Nov. 22.
 King George for Newcastle, Nov. 9, Nov. 22.
 Ranallo for Hamburg, Nov. 12, Nov. 28.
 Millipool for Leith, Nov. 13, Nov. 30.
 Holsatia for Hamburg, Nov. 20, Dec. 8.
 Elswick Grange for Rotterdam, Nov. 20, Dec. 9.
 Peruviana for Rotterdam, Nov. 20, Dec. 9.
 Margherita for Oran, Nov. 28, Dec. 9.
 Carleton for Antwerp, Dec. 10, Dec. 25.
 Crown of Castile for Leith, Dec. 12, Jan. 4.
 Sardinia for Hamburg, Dec. 18, Dec. 29.
 Cynthia for Hull, Dec. 17, Jan. 3.
 John H. Barry for Aalborg, Dec. 22, Jan. 4.
 Brookwood for Dunkirk, Dec. 26, Jan. 15.
 Maristow for Copenhagen, Dec. 28, Jan. 19.
 Rathlin Head for Belfast, Dec. 28, Jan. 12.
 Dalsby, Aarhus, Dec. 29, Jan. 14.
 Tolesby for Antwerp, Dec. 31, Jan. 17.
 Peruvia for Copenhagen, Dec. 31, Jan. 19.
 Niceto for Liverpool, Jan. 4, Jan. 31.
 Royal for Rotterdam, Jan. 5, Jan. 26.
 Waltham for Aarhus, Jan. 7, Jan. 24.
 Marthara for Glasgow, Jan. 10, Feb. 9.
 Delphine for Genoa, Jan. 11, Jan. 26.
 Toor Head for Belfast, Jan. 17, Jan. 30.
 Soverga for Torre del Annunziata, Jan. 20, Feb. 5.
 Kirkby for Esbjerg, Jan. 22, Feb. 9.
 Degame for Havre, Jan. 23, Feb. 10.
 Crown of Arragon for Havre, Jan. 24, Feb. 10.
 Morazan for Antwerp, Jan. 24, Feb. 3.
 Irene for Marseilles, Jan. 26, Feb. 6.
 Pray Head for Belfast, Jan. 26, Feb. 7.
 Malin Head for Swansea & Dublin, Jan. 30, Feb. 9.

Barbadian for Liverpool, Jan. 30, Feb. 8.
 Mechanician for Liverpool, Feb. 19, Mch.

5. Ben Nevils for Rotterdam, Mch. 5, Mch. 21.
 21. Manchester for Manchester, Mch. 15, Mch. 28.
 Atlantian for Havre, Mch. 25, Apr. 4.
 Monviso for Hamburg, Mch. 31, Apr. 11.
 Oxonian for Antwerp, Apr. 11, Apr. 21.
 Belfast for Rotterdam, Apr. 23d, May 4.

The Galveston records show only the date of loading and date of clearing, but a vessel seldom sails the same day it clears. Among other vessels detained at Galveston ten days or more after loading grain and before clearing the past season were many steamships. We give the following list with destination, kind of grain loaded and the number of days elapsed between date of loading and date of clearing:

Days Elapsed Between Loading and Clearing at Galveston.

- Steamship Dictator, destination Liverpool, wheat, days elapsed 14.
 Teodoro de Larrinaga, Manchester, wheat, 16.
 Manaton, Hamburg, wheat, 10.
 Mexican, Havre, wheat, 10.
 Irada, Liverpool, wheat, 15.
 Custodian, Liverpool, wheat, 25.
 Cayo Bonito, London, wheat, 13.
 Waltham, Rotterdam, wheat, 12.
 Cresswell, Antwerp, wheat, 12.
 Heronspool, Dunkirk, wheat, 11.
 Jessie Burns, Hamburg, wheat, 10.
 Inchmarlo, Rotterdam, wheat, 15.
 Lord Roberts, Rotterdam, wheat and corn, 11.
 St. Dunstan, Antwerp, wheat, 17.
 Northwaite, Antwerp, wheat, 11.
 Inkulat, Bremen, wheat, 11.
 Torr Head, Belfast, wheat and corn, 14.
 Marte, Hamburg, wheat, 10.
 Danla, Hamburg, wheat, 15.
 Aldgate, Hamburg, wheat, 12.
 Bernard, Hamburg, wheat, 15.
 Teodoro de Larrinaga, Havre, wheat, 10.
 Inikum, Liverpool, wheat, 17.
 Irak, Liverpool, corn, 10.
 Cayo Domingo, London, wheat, 15.
 Elton, Rotterdam, wheat, 12.
 Cayo Gitano, Antwerp, wheat, 11.
 Ramore Head, Belfast, corn, 11.
 Carrigan Head, Belfast, corn, 16.
 Iolanthe, Hamburg, wheat, 10.
 Diana, Hamburg, wheat, 12.
 Bendu, Liverpool, wheat, 12.
 Ikbal, Liverpool, corn, 10.
 Teespool, Rotterdam, wheat, 12.
 Foxton Hall, Rotterdam, wheat and corn, 13.
 Corty Castle, Antwerp, wheat, 13.
 Bagdale, Antwerp, wheat, 13.
 Montauk Point, Liverpool, corn, 22.
 Riojana, Liverpool, corn, 17.
 Lord Dufferin, Rotterdam, wheat, 12.
 Parklands, Antwerp, wheat, 11.
 Euteppe, Hamburg, wheat, 13.
 Alconda, Havre, corn, 32.
 Lugano, Rotterdam, wheat, 11.
 Dalton, Rotterdam, wheat, 10.
 King, Hamburg, wheat, 12.
 Epsom, Hamburg, wheat, 10.
 Skipton Castle, Antwerp, wheat, 15.

Steel Elevator at St. Paul, Minn.

Steel elevators for terminal storage houses where a large capacity was necessary have been successfully operated for a score of years, but Otis W. Getchell is one of the first to design a steel elevator, which would meet the requirements of the country grain dealer. His plan insures fireproof storage for a reasonable cost, and affords rapid handling of grain with minimum power and simple equipment.

The accompanying illustration shows a steel elevator erected for the Union Stock Yards Co. at St. Paul, Minn., with a capacity of 50,000 bus. This elevator is 65 ft. high and 36 ft. in diameter. It is circular in form, and is provided with a central circular leg well extending from the first or working floor to the cupola which contains all necessary driving machinery and steel supports for head.

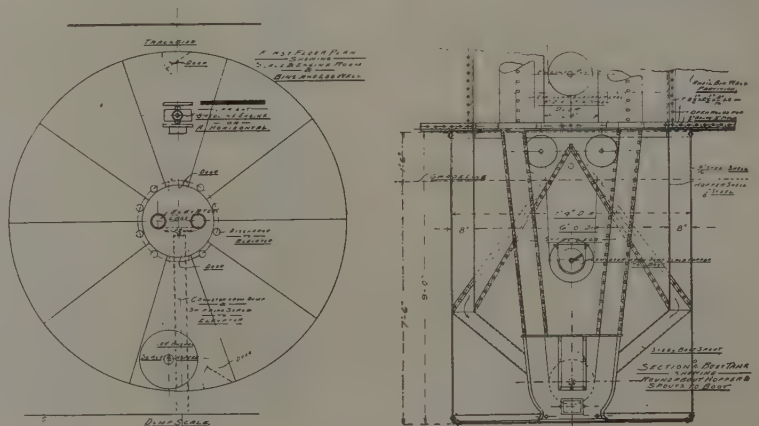
The distribution of grain from the elevator leg to the various bins is made simple by the use of a centrally pivoted distributing spout fitted with switch valve for controlling the discharge of the grain. The distributing spout is operated from the first floor, by revolving a numbered indicator, and the grain is discharged to the bin desired.

The elevator head shaft is driven from first floor with rope drive, and friction clutch operated from first floor provides for its starting and stopping.

At the level of the working floor the central leg well widens to 6 ft. diameter and the steel boot tank immediately below widens to 7 ft. 4 in.; thus the bin floors overlap the boot tank 8 inches on each side. The wall of the circular boot tank is extended clear up to the floor of the bins, and above the boot is a hopper encircling the legs of the elevator. Grain drops from any bin directly down into this roundabout hopper as shown in the engraving herewith, representing a cross section thru the boot tank. The hopping of the bottom discharges the grain at two outlets into two spouts leading from opposite sides of the roundabout hopper, one into the front and the other into the rear of the boot.

The roundabout hopping of the boot tank makes the two spout connections possible, where other connections would mean the connecting of individual spouts from each and every bin, a very strong point in this construction. This arrangement of the boot hopper simplifies the spouting system and effects an economy of space and spouting.

The boot is placed in the boot tank in such a way that it may be reached at any and all times for inspection and repair.



Plan of First Floor and of Boot Tank of Steel Elevator at St. Paul, Minn.

Elevator operators will recognize this as a very important part of the construction, for oftentimes boots buried and inaccessible have been the cause of fires.

At the level of the working floor, just above the vertical discharge gates from bins to the boot, manholes are provided to each bin, thus overcoming the necessity of taking the bin ladder route when emptying and cleaning the bins.

Working floor space is obtained on first floor by the overhead hopping of two or more bins, and by so doing ample room is provided for installation of gasoline engine, in a room by itself where all danger of fire is eliminated.

The dump scale as it will be noted from illustration is placed in a shed constructed of steel and corrugated iron, the hopper of same discharging to a steel pit which in turn discharges to elevator leg by means of short conveyor.

The hopper scale in the elevator proper may be located to suit general equipment, and so arranged as to be entirely under the control of the operator from the working floor. When cleaner or other machinery is required, the space for same is secured by a slight and inexpensive modification of the general plan.

Leakage and loss of grain is impossible. It is simple in operation and grain may be handled quickly in it with a minimum amount of power. The elevator is an ideal building for grain or seed storage of any kind in large or medium capacities.

The type of construction makes it portable, the only loss in moving being the foundation supporting the structure, and when reassembled is the complete and original plant in every detail. It may be dismantled and reconstructed at a small expense.

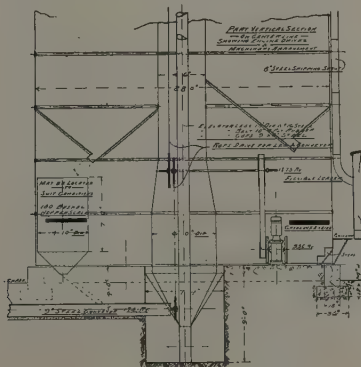
Combination patents have been taken out on general construction and on boot tank particularly strong claims have been allowed.

Imports and Exports of Hay.

Imports of hay for the 9 months prior to Apr. 1, 1907, have been 39,776 tons; against 44,180 tons for the corresponding period of 1905-06.

Exports of hay for the 9 months prior to Apr. 1, 1907, have been 43,278 tons; compared with 54,905 tons for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Receivers who buy nominal memberships in grain ass'ns for the purpose of diverting business to their offices waste money.



Cross Section Thru Work Floor.

Causes of Grief in the Export Trade.

The reason grain exported from American ports arrives at destination in bad condition can be traced directly to the dishonest trickery of the exporter, the intense competition between the grain exporting ports and the rank carelessness of the steamship companies in loading and holding grain shipments.

If European buyers are to continue accepting grain on American terms, the work of Grain Inspection Departments must be supervised by men thoroly familiar with grain grades and trade methods, and men who are interested in building up the export trade of their ports rather than increasing the profits of any large exporter, who for the time being is able to divert a large line of business thru a port. No port can hope to build up a permanent export business by catering to the wishes of dishonest tricksters who depend for their profits upon delivering to foreign buyers off-grade stuff on No. 2 certificates.

Some ports in their anxiety to get a full share of the export grain trade issue No. 2 Certificates for any kind of off-grade stuff, provided the exporter promises to favor it with a large volume of business. Foreign buyers will soon discover the dishonesty of the Certificates and the importers will refuse henceforth to do business with tricksters or accept any grain thru his favored port.

Any port which sells its reputation to a swindling exporter will experience much difficulty in regaining its position in the confidence of foreign buyers.

The railroad which runs an export grain port for today's profits can not build a permanent business.

Foreign buyers can effect a remedy by sharply discriminating in favor of grain shipments from ports where grades are rigidly maintained. They can quickly correct the inspection abuses.

The export markets which lower their grades without notice to foreign buyers must expect grain from their ports to sell only at a discount thereafter.

Discriminating foreign buyers are refusing to bid on grain from ports having grades to suit any old exporter.

One exporter has been the shipper of such a large percentage of the loads of rotten, hot and off grade stuff, the wonder is any European buyer will continue to buy from him.

Loading corn into bulk heads which are next to the fire room shud be prohibited by the grain inspection departments of every export market. The compartment may be cool at time of loading, but after steam is up the temperature of the corn will be raised to 120 to 140 degrees.

Green lumber and cotton can not be stowed on top of grain in the hold of a ship without injury to the grain and damage to the reputation of the market permitting the abuse. In every case the carrying quality of corn is reduced 50%.



Steel Grain Elevator at St. Paul, Minn.

Elevator "A" at Port Arthur.

Port Arthur, Tex., the terminus of the Kansas City & Southern R. R., has but one elevator and no grain dealers. Elevator "A" which is about three miles south of the business district is a half million bushel elevator of frame construction, built a few years ago by the Barnett & Record Co. It is operated by the Port Arthur Canal & Dock Co., which is owned and controlled by the railroad company. The railroad's agent at Port Arthur seems to dictate its policy, and pays the help.

Elevator "A" is 169x71 and 153 feet high. Two tracks run into and the full length of the house, each having four receiving sinks from which the grain falls to the boots of the four receiving legs. The elevator has four shipping legs on the water side of the house. All the legs are equipped with 7x18 inch cups and have an elevating capacity of 5,000 bus. per hour.

The first or working story is 20 feet high giving room to spout from bins to boots and to either of the two Monitor Warehouse Separators on the first floor. Four Dust Collectors are provided. A car-puller and power shovels are provided for each track. The machinery thruout the house is propelled by rope drives. A three inch standpipe with fifty feet of cotton hose attached at frequent intervals provides fire protection.

One of the bins of the elevator is equipped with two rows of shelves arranged so as to divert the stream of grain from one side of the bin to the other as it falls from above. Fans in the cupola and on the first floor propel air thru the grain as it falls thus removing dust and cooling the grain. In the cupola are eight Fairbanks Hopper Scales of 72,000 lbs. capacity.

The house has twelve shipping bins, which will spout direct to the four new belt conveyors soon to be erected. Heretofore ocean going vessels could not get very near to the elevator and all grain was carried to their holds by means of a long conveyor which has given much trouble, because it interfered with loading other freight. This gallery was blown down some months ago, but quickly rebuilt. The new conveyor galleries from the elevator will extend at right angles to side of house out 75 to 125 feet in a direct line and will greatly increase the loading capacity of the ele-

vator. Under the new arrangements four holds can be loaded at once.

Slip No. 3, which will have twenty-five feet of water, is now being extended inland 600 feet to permit ocean going vessels to lie along side of the elevator. The railroad company expected to have this work completed by the first of this week.

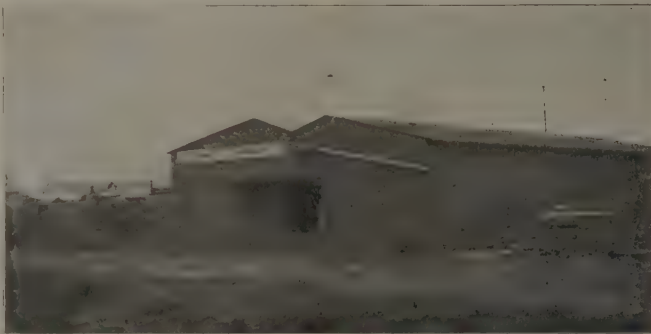
Each of the new conveyors will be equipped with 40 inch belts and have a carrying capacity of 15,000 bus. per hour. Ship loading spouts will also be provided.

During the present season, the elevator will be overhauled and each of the eight legs equipped with new belts and cups. A drip-shed to protect cars waiting to be

its line. The shipper pays for inspection only.

Grain Committees at Gulf Ports.

The inspection of grain at all export ports is supposed to be controlled by the exchange with which the grain dealers of the market are closely allied. Where this is the case, it is right and proper that the rules governing the grading of grain should be drafted and passed upon by a grain committee made up of the grain dealers of the Board. Likewise the employment of inspectors and the regulation of the grading of grain is supposed to be in the hands of the same committee. It is so at Atlantic seaports giving



Where C. Kramer of the Port Arthur Grain Com'tee Does Business.

unloaded will also be erected and a grain drier installed. A few feet from the elevator is a brick power house containing a 250 h. p. Corliss Engine and three boilers of 325 h. p. each. A brick fire-wall separates boiler and engine room. The elevator is lighted thruout by electricity.

During the past season, the house handled three million bushels of grain, all for one firm, but Supt. Gilham expects to handle between eight and ten million bushels of the coming crop.

J. C. Gilham is Superintendent of the elevator, Guy Moore is Foreman, L. O. Rader is Chief Clerk and F. C. Gaertner is Weighmaster. The railroad operates the house and gives weighing, storage and loading free and hopes thereby to increase the amount of grain shipped via

the fairest grades, judged from the European view-point.

One or two of the Atlantic ports, however, have lost much export trade because wise European buyers refuse to accept any grain from those ports simply because past experience had proved that grain delivered into holds of steamships is quite different from what the Certificate of Inspection calls for.

The Grain Committee of the New Orleans Board of Trade is composed of eleven men, all of whom are actively engaged in the grain business and interested in the future welfare of the port. They are as follows:

Chairman—A. F. Leonhardt, of Leonhardt & Co., Grain Merchants; Jno. T. Gibbons, Jr., of Jno. T. Gibbons, Grain Merchant; C. B. Fox, of Orleans Elevator Co., Grain Exporters; Jas. M. Rogers, of M. A. Rogers & Co., Grain Merchants; Henry Leverich of Hall-Baker Grain Co., Grain Exporters; C. M. Rodd, of Bartlett, Frazier & Carrington, Grain Exporters; J. K. Segrave, of Steinhardt & Co., Grain Exporters; C. B. Coate, of Coate Bros., Grain Exporters; F. P. Futove, of B. F. Glover & Co., Grain Merchants; Geo. Gerdes, Grain Broker; Geo. C. Bright, of Lucas E. Moore & Co., Grain Exporters.

The Port Arthur Board of Trade seems to have suffered from recent dissensions, but has been reorganized with a membership of twenty-four and adopted new rules for grading grain at its last meeting in April. Previous to this meeting, the new rules had been drafted and adopted by the Grain Committee.

Formerly the Grain Committee of Port Arthur's Board of Trade was composed of C. Kramer, a lumber dealer whose plant is illustrated herewith. Mr. Kramer was formerly and is now Sec'y of the Board of Trade. D. L. Stump, a newspaper publisher and printer, was also a member of the old Grain Committee; likewise J. W. Carr, a real estate dealer. Mr. Carr's resignation and the dissension in the Board of Trade brot about the reorganization and the appointment of a new Grain Committee, of five which is composed of Chairman C. E. Dodge, whose portrait is given herewith. Mr.



Elevator A at Port Arthur, Tex.

Dodge is strong enuf in local politics to command the position of Postmaster. He is also acting secretary of the Board of Trade during Mr. Kramer's absence in Europe.

When the Exchange was reorganized, the Grain Committee was increased to five, not for the purpose of providing place for a grain man on the committee, but in hope that the larger committee wud make a greater impression on the outside world.

The other members of the committee are C. Kramer, lumberman; Frank Trost, fotografer; Jan Van Tyen, General Manager of the Port Arthur Land Co.; and Geo. Dryden, Oil Inspector and Agent for the Shell Line Steamship Co. All of the committee are interested in the wellfare of their port and anxious to see it prosper, but not one of them has had either experience in or knowledge of the grain business.

This committee is expected to serve as an Appeal Committee shud any one appeal from the grading of the Board's Inspector, and like all appeal committees wud be prejudiced in the favor of its own employee. Not having experience in the business, it must be guided more by prejudice than by knowledge of grain grades. No doubt, this committee wud always act in the interests of its port as it thot best; but with its meager knowledge of the business, no doubt, its decision and the work of its inspector wud be warped by the influence of exporters seeking to work off poor mixtures on foreign buyers foolish enuf to buy on American terms, instead of specifying the port of grading.

The Galveston Board of Trade and Cotton Exchange controls the grading of grain at that port. Its present Grain Committee is made up of Chief Inspector, C. McD. Robinson, Chairman M. Lasker of the Texas Star Flour Mills and one other man yet to be selected.

The city affords a number of grain dealers, but it seems they are not members of the Exchange. In the interests of the grain trade of the port, it wud seem advisable that the committee be composed of active grain men, as it wud surely promote the best interests of the port's grain trade and inspire more confidence abroad.

Port Arthur's Chief Inspector.

Port Arthur, Tex., is at the terminus of the Kansas City & Southern R. R., on Sabine Lake, where docks and slips are maintained for the accommodation of ocean going steamships. During the last season, a number of cargoes shipped from Port Arthur have arrived at European destinations in bad condition, and the charge comes from different sources that the grain was not fit for shipment when loaded into the vessels. In fact one cargo of corn was started abroad with a temperature of 156 degrees—rather warm for choice No. 2.

Port Arthur secured a new inspector last August, one, Peter Lamp who is also a stockholder in the First National Bank of Port Arthur. Formerly Mr. Lamp lived at Davenport, Ia., operated a farm and engaged in stock raising. Mr. Lamp does not lay claim to ever having had any experience in grading, classifying or handling grain and evidently does not understand the importance of grading uniformly and carefully. No doubt he could easily be deceived as to quality. Previous to his election to the position Capt. C. H. Evans served the port as Chief Grain Inspector and Superintendent for the Port Arthur Canal & Dock Co.'s elevator "A" for seven years. It is rumored Peter Lamp will resign. Capt. Evans is a candidate for the position.

This port and these inspectors are evidently the ones referred to by Mr. Shanahan in his address on "Grain Standardization," which appeared on page 616 of the Grain Dealers Journal for May 25th. He states that Capt. Evans was charged with issuing Certificates of Inspection on cars of merchandise. It may be he was tricked into doing so, but he surely knows the difference.

Capt. Evans was with the H. L. Halliday Milling Co. of Cairo, Ill., twenty-six years; and the two years previous to his going to Port Arthur, he was superintendent of elevator "A" at Galveston.

During the interim between the terms of these two inspectors, it wud seem that the Inspection Department was without a head.

Mr. Lamp formerly resided in Iowa and he boards at the Virginia Hotel, evident-

ly with the expectation of returning to his family in the Hawkeye state. He is appointed by the Board of Trade and receives the inspection fees as compensation for his services.

All the wheat and corn passing thru



Capt. C. H. Evans, Port Arthur, Tex.,
Ex-Chief Grain Inspector.

this port for export last season was owned by J. Rosenbaum Grain Co., who seem to have been satisfied with the grading of Mr. Lamp. The foreigners, however, who bot the grain shipped from that port were not satisfied.

The portraits of both the old and new inspector at Port Arthur are given on this page.

The appointment of an experienced Chief Inspector, who can and will rigidly maintain uniform grades would surely popularize the port with European buyers, altho it might drive away one or two exporters who always want gradings which will make grain or stuff on hand seem to fit their unfilled orders.

Official Heads of Port Arthur's Grain Trade.



Peter Lamp,
Chief Grain Inspector.



Postmaster C. E. Dodge,
Chairman of Grain Committee.



J. C. Gilham,
Superintendent Elevator A.

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—N. Gerson, for many years a member of the Merchants Exchange and of the Chicago Board of Trade, died May 24.

Stockton, Cal.—Major J. D. Peters, one of the best known grain men of the state, and one of the pioneer warehousemen, died at his home May 14. He had been thrown from his buggy.

San Fernando, Cal.—The Newmark Grain Co. has had plans made by S. Tilden Norton for a grain warehouse, 50x 200 ft., with corrugated iron sides and roof and a concrete foundation.

CANADA.

Strathcona, Alta.—The Brackman-Ker Milling Co. will erect 25 eltrs. in this province this summer.—R.

Abernathy, Can.—Geo. W. Bennell has the eltr. of the North Star Co., which was burned last March, about completed.

Star City, Sask.—The Western and Northern Eltr. Co.'s have purchased sites and will erect eltrs. here this summer.—R.

St. Boniface, Man.—The Western Canada Flour Mills Co. is erecting a 100,000-bu. eltr. and a plant to aid its rapidly growing business.

Battleford, Sask.—B. Prince is interested in a company being formed with a capital of \$40,000, to erect a flour mill and grain eltr.—R.

Port Arthur, Ont.—Geo. T. Marks, of Thomas Marks & Co., died May 21, after an illness of two weeks. Bronchitis and heart failure were the causes. He was a member of the Toronto Board of Trade.

Winnipeg, Man.—Frank McLaren, the day before his marriage to Miss Ida McDonald on June 5, was presented by fellow members of the Grain Exchange with a cabinet of table cutlery. Mr. McLaren is local manager for the Van Dusen-Harrington Co.

Ottawa, Ont.—The supreme court on May 22 began the hearing of the suit of Day V. Crown Grain Co., to recover on a lien for a dust collecting system installed in an eltr. built by Mr. Cleveland. The trial court had given Day judgment against both Cleveland and the Crown Grain Co.

Quebec, Que.—In the suits of the Montreal Elevating Co. v. the steamship Gaspesien, and of Bouchard v. Elevator No. 7, Judge Routhier on June 1 gave the Bouchards, owners of the Gaspesien \$5,000 damages against Elevator No. 7 and its owners, the Montreal Elevating Co., on account of the collision in Montreal harbor July 5.

WINNIPEG LETTER.

Arcola, Sask.—The Plum Coulee Milling Co. will erect an eltr. here.

Lethbridge, Alta.—Work is being rushed on the Ellison Milling Co.'s eltr. here.

Leduc, Alta.—The board of trade is taking steps to secure the erection of more eltrs. here.

Caspar, Sask.—The Northern Eltr. Co. and the Independent Eltr. Co. are erecting eltrs. here.

Franklin, Man.—The Manitoba Milling

Co.'s eltr. is being taken down and removed to another point.

North Battleford, Sask.—Cheney & Clam of Rosthern, Sask., are erecting an eltr. here in connection with a new flour mill.

Fort William, Ont.—The five big eltrs. of the Canadian Pacific Ry. Co., hitherto operated by steam, after June 10 will be operated by electricity so will the new grain handling house of the Consolidated Eltr. Co. The new Ogilvie Mills eltr. will be ready in August.

Winnipeg, Man.—Grain men are receiving reports as to crop conditions along newly constructed lines of railway with a view to building eltrs. The Grand Trunk Pacific will have 25 new eltrs. built by the Northern Eltr. Co. this summer.—C.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,000.

William L. Bear has applied for membership in the Board of Trade and the Bulls to a man are laying in wait for him.

The Lippert Co. has been incorporated with \$1,000 capital stock, to deal in grain. The incorporators are Joseph J. Lippert, John A. Costello and Harry Daum.

The Corn Products Refining Co. has abandoned construction of the new plant at Summit temporarily, because a sufficient water supply is not assured.

Francis J. Miner, who was recently admitted to membership in the Board of Trade, has established offices in the Postal Telegraph bldg., for his grain brokerage business.

The directors of the Board of Trade admitted to membership recently John J. Donahue, Alfred Kramp, Herman F. Monroe, John R. Conrad, Woodbury S. Agar, Richard V. Henry and Alexander H. Brown.

John H. Dwight, who joined the Board of Trade in 1853, and was a member of the firms, Dow, Quirk & Co., Dwight & Gillette and Linn & Dwight, and who retired in 1898, died of heart failure June 5 at Pasadena, Cal. He was 72 years old.

Wheat and rye were placed on the cash grain call with corn and oats by a vote of 405 to 136 June 3, and will provide an official market on the Board of Trade for car lots on track, as well as an official closing price at 1:30 o'clock to govern track bids to the country.

Board of Trade clearings for the month of May were the largest in 20 years; and were more than the aggregate of the preceding three months. Most traders are agreed that a market having a daily range of 2 cents can easily stand a commission charge of $\frac{3}{4}$ cent per bu. on speculative trades. Hedging transactions are in another class, but have to be carried a long time on the broker's books.

J. O. Linebarger & Co. have engaged in the grain brokerage business with offices at 255 LaSalle street. The members of the firm are Joseph O. Linebarger, who was so successful on the bull side of the wheat market, D. Webster Kohler and J. Walter Kohler. New offices have been

fitted up on the fifth floor of the Traders bldg., opposite the Board of Trade, and supplied with the information ticker service and the continuous market quotations.

De Leon C. Hoffman has been awarded \$3,500 damages each against Marfield, Tearse & Noyes and Rumsey & Co. for illegal arrest, which he alleged caused his failure last year. Hoffman had bot car lots of oats from the firms and resold the grain, but was unable to collect in time to meet the presentation of his checks at the bank by the two firms. As the checks were not honored, the firms seized the grain. The award of damages was made by an arbitrator.

The May deal in oats went out without wild fluctuations, July oats which two months ago had been selling at a discount of 3 cents, creeping up to a small premium above the May and monopolizing the attention of traders the last days of the month. The leading operator in oats took in over 3,000,000 bu. during May and sold the option on the advances. The present discount of 10c on September oats compared with the July option, is abnormal, even for the new crop.

The grain and seed sampling dept. has moved its bookkeeping department from quarters on seventh floor of Board of Trade, which has been occupied for several years, to a light and airy room on the north side of the building on the same floor. The moisture testing apparatus will be moved into the room formerly occupied by the bookkeepers, and the room will be especially fitted up for the purpose, with water and light. A new grain sample case has been installed.

Since the receiving department of the Milmine, Bodman Grain Co. has been discontinued, H. M. Paynter, who for a number of years has had charge of that department, has formed a business connection with H. W. Rogers & Bro., where he will continue his business under their name. Since it became necessary on account of the many outside duties of Mr. Bodman to discontinue the receiving business, he has written to all old shippers asking that they continue to give Mr. Paynter their patronage.

With Edward Heeman as commanding general the Board of Trade pit, two hundred strong, was transported by tally-hos' to the West side battle grounds where the Chicago and New York National League baseball teams struggled for supremacy June 5. The function of the 'Change crowd was to root as usual, but strange to say, every participant was a bull at the ball game. A quartet sung original music and a brass band gave vent to motley melodies. Encouraged by such hilarious loyalty the Chicago team won easily, 8-2.

Application for membership in the Board of Trade has been made by G. L. Harris, Edwin C. Day, Richard Vorn Henry, Woodbury S. Agar, Isaac A. Schoen, John R. Conrad. Application for transfer of membership has been made by Claude H. Sayle, the estate of Albert H. Farnum, Edward J. Scanlan, George R. Root, William G. Agar. Members of the Chicago Board of Trade recently admitted are Effingham Lawrence, E. Z. Zipperman, J. E. Hayes, W. S. Brainard, L. L. Schuyler, C. B. Caldwell, L. E. Howard, Claude Dyckman.

Switching charges at Chicago were considered June 6 at a hearing by the Illinois Railroad and Warehouse Commis-

sion on complaint by the American Shippers Ass'n against the change in Rule 23 desired by the Illinois Central R. R., to make all switching inside the 3-mile limit pay 10 cents per ton, with a maximum of \$4, and a distance tariff beyond that limit. These excessive charges apply only on local business, the same service being performed for \$4 if the car goes to a connecting line for transportation to a distant point. The Commission has given the railroads 10 days in which to file briefs and 10 days more to file answers.

Regular eltr. capacity amounting to several million bus. is said to have been secured by the special eltr. committee of the Board of Trade, which is working to provide storage room for grain at the expiration of the arrangement with the present regular houses. The estimates on the eltr. capacity which may be available run over 10,000,000 bus. To start with, the directors of the Board of Trade have the new Santa Fe Eltr., with 1,000,000 bus. capacity. As far as the delivery of grain on pit contracts is concerned the directors have the power to declare any kind of storage regular. Since their announcement, published in this column May 25, that they would quit the public warehousing business, the elevator proprietors have had nothing to say.

COLORADO.

Fort Collins, Colo.—A choice variety of red winter wheat will be introduced next fall along the Rock Island Railroad by its agricultural commissioner, S. F. White. Professor W. H. Olin of the state college will have charge of the distribution of the seed.

Denver, Colo.—The reciprocal demurrage law passed by the last legislature provides that if any carrier shall fail or neglect to furnish cars when applied for, within the time prescribed, such carrier shall forfeit to the party or parties applying \$1 per day, for each car failed to be furnished within the time required, and all actual damages that such applicant may sustain, and the penalty may be sued for and recovered in any court of competent jurisdiction.

IDAHO.

Genesee, Ida.—The Idaho State Grain Commission held its first meeting here May 24 and will hold a regular business meeting at Lewiston July 8. At the meeting here J. L. Goodnight was chosen chairman and C. E. Wood secy.

ILLINOIS.

Erie, Ill.—G. W. James has succeeded Seger & James.

Tuscola, Ill.—R. & J. Ervin's eltr. was burned May 22.

Barrow, Ill.—E. L. Atchinson has succeeded Atchinson & Baird.

Breckenridge, Ill.—W. W. Berry & Co. have succeeded W. W. Berry.

Champaign, Ill.—Tankersley & Co. have succeeded M. L. R. Tankersley.

Tuscola, Ill.—Sipp & Powell have succeeded the Tuscola Grain & Eltr. Co.

Berry Sta., Custer P. O., Ill.—W. W. Berry & Co. is in the grain business here.

Springfield, Ill.—Governor Deneen on May 29 signed House Bill No. 642 relating to warehouse receipts.

Valmeyer, Ill.—The Valmeyer Milling & Eltr. Co.'s eltr. and mill was burned May 25, with a loss of \$45,000; insur-

ance \$30,000. At the time of the fire a large amount of wheat was stored in the eltr.

Tremont, Ill.—The east wall of S. A. Hayward's eltr. broke out May 31 and 5,000-bus. of grain was spilled.

Markham, Ill.—John Clary and William Groves have bot the eltr. of Goebel & Burr. The price was \$3,000.

Blue Ridge, Ill.—W. D. Fairbanks will erect an eltr. with a capacity of 60,000-bu.—C. B. Kirk, agt. G. A. De Long.

Blandinsville, Ill.—The eltr. operated by F. E. Sharp is said to have been sold to Roberts, Moschel & Mosiman.—C. W. Carroll.

Fairland, Ill.—In a fire which destroyed the office of the Farmers Eltr. on June 5, Frank H. Wright, mgr., lost his life. His home was in Arthur, Ill.

Galesburg, Ill.—E. W. Wagner has established a branch office here with wires to the Chicago Board of Trade for the execution of orders for future delivery.

Sycamore, Ill.—I am thinking of putting up a warehouse with a capacity of 20,000 bu., to be used for storing grain, with scales, dump and fitted so I can load cars.—Geo. E. Dutton.

Itasca, Ill.—Otto A. Franzen will have an addition built to his eltr. and will put in a 40-h. p. gasoline engine. He will put in a feed mill that will grind a bag of oats in two minutes.

Mackinaw, Ill.—The Mackinaw Grain & Stock Co., incorporated, capital stock \$5,000; incorporators, J. C. Eisenberger, H. B. Harris and William Fasse. The company will erect an eltr. at once.

Kenney, Ill.—H. C. Suttle has bot the interest in the grain business of his partner, J. F. Cooley. J. F. Cooley has bot an eltr. of 50,000-bu. capacity at Bradford, Ill., and will take possession July 1.

The auditors referred to in article from Chicago Journal elsewhere in this number are still at work on the books of the Illinois Grain Inspection Dept. preparing a perfect whitewash which will fit the case.

Brocton, Ill.—Wm. H. McGee, a carpenter on the new eltr., fell from the scaffold a distance of 16 ft., striking on his head. He was picked up in an unconscious condition, and it is feared that he can not recover.

Cairo, Ill.—Hastings & Co., successors to the late Samuel Hastings, have awarded the contract to the Dunlap Construction Co., for the erection of a warehouse 300 ft. long and 70 ft. wide. The building is to cost \$15,000.

German Valley, Ill.—For the wrecking of its eltr. by a wild train the H. A. Hillmer Co., of Freeport, has obtained \$2,000 in settlement of the Chicago Great Western R. R. Co., as well as recompense for the \$1,000 worth of grain destroyed.

Taylorville, Ill.—W. D. Schmitt of Lowerty, Mo., has bot the grain and coal business of Adam Ritscher, who has been in the business for 27 years and will retire. W. D. Schmitt has been in the grain business at his former home for a number of years.

Weston, Ill.—Other creditors of the Weston Grain Co. are contesting the claim of Freeman Bros. & Co., growing out of the speculations by its manager, Henry Schoenfeldt. Receiver Gordon has brot suit against Freeman & Co. to recover \$10,000, and the claim of Freeman & Co. is for \$3,000.

New members admitted to the Illinois Grain Dealers Ass'n recently are Bert A.

Boyd, of Indianapolis, Ind., Lamson Bros. & Co., W. H. Merritt & Co., Arthur R. Sawers, J. C. Shafer & Co., C. H. Thayer & Co., Wright, Bogert & Co., of Chicago, G. W. James of Erie, and J. K. Horton of Garrett, Ill.

Quincy, Ill.—The Cassidy Commission Co., operating 40 bucket-shops in Illinois and Iowa, has decided to quit the illegitimate business. The business will be taken over by Cassidy & Gray, a new firm composed of W. A. Cassidy and H. C. Gray, the latter being a member of the Chicago Board of Trade, where all orders will be executed.

Earlville, Ill.—Alvin Kaminky is in charge of Ed. Weidner's eltr. Mr. Weidner has not made a financial success in the grain business. Last Feb. he gave a bill of sale on the eltr. to Kaminky to secure incurred liabilities and has been running the business since. Recently he deeded his farm to C. C. Strong for \$11,200, and gave up control of the business. The farm has an incumbrance of \$7,000, given to George W. Mundie for the purchase price of the eltr. property.

MUSIC AND MIRTH FOR GRAIN DEALERS.

Those who attend the annual meeting of the Illinois Grain Dealers Ass'n this week, will find that the Chicago Board of Trade has made provisions to entertain them royally on the evening of June 12.

Sec'y Strong will provide those eligible to the courtesies of the Board with a badge that will admit them to the White City, one of Chicago's open air resorts, where the fire works will begin.

At 6:30 in the evening Mr. Walter Fitch will call the assembly to order in the Casino at the White City where a sumptuous banquet will be served to the visitors. Owing to the noise always in the air about this place oratory will be eliminated, except as Mr. Fitch sees fit to give vent to his thots. During the interim between courses the White City orchestra will play. Arthur Hahn, said to have the biggest voice of any vocalist in the world and a singer of international reputation, will entertain. Also the Illinois quartet will dispense entertaining numbers.

The banquet concluded, each dealer will be given a coupon book that will admit to any show on the pike. He will be at liberty to shoot the chutes, lunch with the dog eating Igorrotes or follow wherever inclination and the crowd go.

INDIANA.

Santa Fe, Ind.—Weeks Bros.' eltr. will have a new dump.

Washington, Ind.—I am out of the grain business.—E. J. Keith.

Stone Sta., Clarke P. O., Ind.—J. R. Stafford is rebuilding his eltr.

Yeoman, Ind.—We have succeeded Clarence Johns.—Yeoman Grain Co.

Flora, Ind.—Miller & Walker have succeeded N. E. Walker in the grain business.

Frankfort, Ind.—R. M. Sims died May 25 of pneumonia. He was about 70 years of age.

Avery, Ind.—I have sold my eltr. to N. O. Davis of Forest, Ind.—N. E. Walker, of Flora.

Stewart, Ind.—The new eltr. being erected by F. R. Pence and N. C. Goodwine is progressing nicely.

Evansville, Ind.—The Melrose Milling Co. has bot The Princeton Eltr. Co.'s eltr. at Princeton, Francisco, Ft. Branch, Mc-

Gary and the corn cribs at King Sta., for \$23,000. The company will operate all the plants.—L.

Mongo, Ind.—I am erecting an eltr. of 20,000-bu. capacity, to be completed about July 1.—Wm. C. Hawk, La Grange, Ind.

La Grange, Ind.—I have overhauled my eltr. and put in a controllable dump and also a power clover cleaner.—Wm. C. Hawk.

Rensselaer, Ind.—J. L. Brady had the misfortune to lose his wife May 30, after an operation for gall stones at a hospital in Chicago.—Coen & Brady.

New Haven, Ind.—The foundation for the eltr. being erected by Raymond P. Lipe of Toledo, is nearly completed, and the frame work will go right along.

Knox, Ind.—E. V. Ferver of Amboy, Ind., whose eltr. was burned, has bot the eltr. at the C. I. & S. depot and took possession June 1. He will move his family here.

Peabody, Ind.—Straus Bros. & Co., of Ligonier, have bot the eltr. of the Travis, Emmick & Co. and have taken possession. H. J. Ummel who has charge of eltr. for some time will continue in charge.

Fort Wayne, Ind.—We have bot the following eltrs.: Peabody, Ind., and Dawkins, Ind., on the Nickel Plate, New Haven, Gar Creek and Thurman, Ind., on the Wabash, from the Travis-Emmick Co. of Toledo, O., and took possession June 1.—Nathan & Levy.

Durbin Sta., Noblesville P. O., Ind.—Lightning struck the eltr. of the Goodrich Bros. Hay & Grain Co., on the evening of May 23, and the fire which followed destroyed the house and 1,200 bus. of corn, 3,000 bus. of wheat and 1,000 bus. of oats. Loss, \$15,000; partly insured. Bids for the erection of a large eltr. on the same site are being received by Goodrich Bros. Hay & Grain Co., Winchester, Ind.

Indianapolis, Ind.—The midsummer meeting of the Indiana Grain Dealers Ass'n will be held in the Board of Trade assembly room, Wednesday, June 19. The meeting will be an interesting one, and the formal program is brief. At the morning session, 10 o'clock, Pres. T. A. Morrison of Frankfort, will deliver the opening address and Dr. J. F. Simison of Romney will deliver an address on "Uncovered Corn." In the afternoon, at 2 p. m., addresses will be made by Hon. James E. Watson of Rushville, on "Government Supervision of Grain Inspection," and by C. V. McAdams, State Railroad Commissioner, on "How Shippers and Railroads Can Best Co-operate to Their Mutual Benefit." Miscellaneous business will be considered just before adjournment.

Indianapolis, Ind.—The Indiana Commercial League, a proposed federation of all commercial clubs of this state, held its first regular meeting in the board of trade building June 3. After the adoption of its Declaration of Principles and By-Laws the following well known business men were elected officers for ensuing year: Pres., J. V. Zartman; Vice-pres., E. M. Wasmuth, Roanoke, Pres. Nat'l Hay Ass'n; Sec., J. M. Brafford, of the Ind. Grain Dealers Ass'n; Treas., C. H. Jones, and chairman of the Executive Comite, C. B. Riley, Sec'y of the Railroad Commission and grain dealer at Rushville. The purpose of the organization is to "foster and protect business and commercial interests in public and private business life" by uniting all com-

mercial associations in the state into one federation, thereby enlisting the support of hundreds of progressive business men in mutual welfare. The organization is really a political commercial ass'n, for its chief function will be to keep an eye on the legislature, see that present laws beneficial to business are enforced as well as to promote new ones which seem expedient.

IOWA.

Dexter, Ia.—I have built a 25,000-bu. eltr.—B. C. Hemphill.

Boone, Ia.—I am out of the grain business.—John S. Crooks.

Lakewood, Ia.—The Hubbard & Palmer Co. is erecting an eltr.

Fort Dodge, Ia.—The Wheeler Grain & Coal Co. is erecting an eltr.

Iowa Falls, Ia.—S. E. Huber has traded his farm for an eltr. here.

Belmond, Ia.—J. & R. Grain Co. has taken over the business of J. N. Johnson & Co.

Long Point, Ia.—A. Kubicek has his eltr. completed by the Younglove Construction Co.

Fontanelle, Ia.—F. O. Welch has bot an interest in the grain and stock business of D. N. Dunlap.

Henderson, Ia.—W. H. Harbor is planning a new eltr. and equipment to take the place of the present one.

Missouri Valley, Ia.—Burglars broke into the eltr. of Deur & Tamisiea, and stole a load of shelled corn.

Williamsburg, Ia.—The Jackson Grain Co. is putting in a gasoline engine and overhead dump.—W. F. Harris.

Ireton, Ia.—The Farmers Co-operative Co. expects to purchase the old mill of A. G. Ensign and convert it into an eltr.

Thompson, Ia.—The farmers have bot the grain eltr. of James Ellickson, who retires after 15 years in the grain business.

Bagley, Ia.—Wright & McWhinney have bot four eltrs. on the St. Paul Ry. from the Warren Grain Co. of Des Moines, Ia.

Wesley, Ia.—The Farmers Co-operative Eltr. Co. has bot the eltr. of the Reliance Eltr. Co. for \$3,500, and took possession June 10.

Williamsburg, Ia.—W. F. Harris has returned from Kansas, where he has been looking after his interests in hay lands in Woodson County.

Flanders, Ia.—Benedict & Smith of Chicago have let the contract for a 40,000-bu. eltr. to the Younglove Construction Co. C. R. Hart is mgr.

Richards, Ia.—The Farmers Eltr. slid off its foundation May 4, and 14,000 bus. of grain was scattered on the ground. Much of it will be a total loss.

Rembrandt, Ia.—The Farmers Eltr. Co. will build or buy an eltr. The company will be known as the Rembrandt Eltr. Co. H. O. Lee has been chosen sec'y.

Clarion, Ia.—C. S. Bennett of Waterloo and R. C. Sturgeon of Clarion have bot the lumber, coal, grain and tile business of Courson Bros. The new firm will be Bennett & Sturgeon.

Des Moines, Ia.—The Iowa Grain Dealers Ass'n will hold its annual meeting at this city July 9, beginning at 10 o'clock a. m. and concluding with a banquet at the Savery hotel. Members are request-

ed to consider a list of subjects suggested by Secy. Wells in a late circular with a view to their full discussion at the meeting.

Otho, Ia.—The Farmers Eltr. Co., recently incorporated has let the contract to the Younglove Construction Co., for a 12,000-bu. eltr.—J. E. Atherton, mgr. The J. H. Hamilton Co.

Graettinger, Ia.—The Farmers Grain Co., incorporated, capital stock \$15,000; incorporators, Wm. Penn, pres.; W. H. Crumrine, vice pres.; J. L. Holland, secy., and John O'Connor, treas.

Berlin, Ia.—Ploog Bros. have let the contract to Chas. Newell for the erection of their eltr. The building will be 70 ft. high with a capacity of 20,000-bu. and will be ready by Aug. 1. The power will be gasoline.

Council Bluffs, Ia.—O. Danielson, of Chicago, who was installing a grain drier in the Trans-Mississippi Grain Co.'s eltr., was struck on the head by a block of wood which fell from the top of the eltr. His injuries are serious.

Waukee, Ia.—While playing about the eltr. owned by Jesse Copeland, Roy Davis, a lad of 15 years, climbed to the cupola and into a pile of corn in a bin. When the slide was pulled to load a car the boy was sucked under the grain and smothered. His dead body was dug out 15 minutes later.

Granville, Ia.—Cannon, Haase & Metcalf have let the contract to B. G. Mering for a 10,000-bu. concrete eltr. The working house will contain 8 square bins, and on each side of the working house will be 4 round tanks, 17 ft. in diameter and 54 ft. high. All legging and spouting will be of steel.

KANSAS.

Garden City, Kan.—The Lamar Mill & Eltr. Co. will erect an eltr. along the Santa Fe tracks.

Russell Springs, Kan.—The Russell Springs Lumber & Grain Co., incorporated; capital stock \$2,000.

Beloit, Kan.—The Beloit Milling Co. is erecting an eltr. with a capacity of 50,000-bu. at a cost of \$12,000.

Sabetha, Kan.—J. F. Lukert is remodeling his eltr., putting in some new machinery and an improved Witte Gasoline Engine.

Colby, Kan.—The Farmers Eltr. Co. has let the contract to the P. H. Pelkey Construction Co. for the erection of its eltr.

Ottawa, Kan.—F. M. Harris has been appointed receiver of the Ottawa Grain & Milling Co., which went into bankruptcy in March.

Bavaria, Kan.—The Midland Eltr. Co.'s eltr. was burned on May 20, with 1,400-bu. of wheat. The engine room and coal sheds were saved.

Sylvia, Kan.—Our company has given up erecting a new eltr. this season on account of the short crop in this territory.—Sylvia Grain & Supply Co.

Stafford, Kan.—E. O'Connor of St. John is organizing a stock company for the purpose of erecting an eltr. The company will have a capital stock of \$6,000.

Topeka, Kan.—The Christie Commission Co., of Kansas City, Kan., has been refused a charter by the charter board of the state of Kansas on an opinion by the attorney-general. The Kansas code contains a law which provides a

penalty for any person selling, exchanging or in any other manner dealing upon telephonic or telegraphic market reports or quotations of commodities which are not in the control of such person at the time of the transaction.

Neodesha, Kan.—The Bauman Grain Co.'s eltr. was entered on May 16 in the evening by thieves who broke off all the brass fittings handy, and sold them as junk. They were caught.

St. John, Kan.—The St. John Eltr. Co., which recently succeeded the Kansas Grain Co., is overhauling the eltr. and installing hopper scales, new engine, a cleaner and other machinery.

Canton, Kan.—John Sinclair, mgr. of the Home Grain Co.'s eltr., is having extensive improvements made, a new concrete foundation, new pit, a gasoline engine and the lowering of the driveway.

Wichita, Kan.—N. G. Erbin, a broom corn buyer of Tuscola, Ill., fell a distance of 35 ft. and was almost buried in the eltr. pit by bales of broom corn at the American Corn & Warehouse Co.'s storehouse, and was severely hurt.

Topeka, Kan.—James Butler, the farmers eltr. agitator, has brot suit to recover \$600 as fees and expenses, of C. S. Barrett of Atwater, Ga., who discharged Butler from the position of Kansas organizer for the Farmers Educational and Co-operative Union.

Hargrave, Kan.—The suit by the state railroad commission against the Missouri Pacific R. R. Co. to compel the construction of a side track to the eltr. of the Hargrave Grain & Live Stock Co., has been settled by an agreement in which the plaintiff is bound to pay the costs, while the railroad will make certain concessions. In its answer the railroad company alleged that the co-operative company was a trust, and threatened to cause the dissolution of the organization.

KENTUCKY.

Winchester, Ky.—McEldowney, Matlack & Woolcott are the successors of the late S. P. Kerr of the Winchester Roller Mills.—Goff & Bush.

Owensboro, Ky.—Bids are being received for the construction of the warehouse of the Daviess County Equity Warehouse Co.

Owensboro, Ky.—The millers have sold their bags to a local firm which conducts a bag exchange and furnishes sacks to farmers at 2c a sack per month. Sacks also are sold outright. Thus the millers have rid themselves of the bag lending evil.

LOUISIANA.

New Orleans, La.—The H. T. Lawler Milling & Trading Co. will start its new flour mill July 15 and soon thereafter will add 4 steel tanks of 10,000 bus. capacity for additional storage.

Lake Charles, La.—The Consolidated Rice Milling Co. has been organized with \$400,000 capital stock to merge 7 mills in the Louisiana belt formerly operated by the Louisiana Irrigation and Mill Co.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to June 1 amounted to 4,221,215 bus. of wheat, 7,105,182 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 1,406,855 bus. of wheat, 18,172,655 bus. of corn, 3,729,054 bus. of oats and 1,081,-

075 bus. of barley for the corresponding months of 1905-06, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—R. H. McDonald Co., who was engaged in the grain receiving business here, has left for parts unknown. Several dissatisfied creditors are anxious to learn of his whereabouts. It seems that some of his victims had the audacity to send certificates to Chief Grain Inspector W. L. Richeson, whose records showed that the certificates had been altered to the advantage of the consignee. R. H. McDonald was not a member of the New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—Richards & Hammond, grain receivers and exporters, have dissolved partnership.

Baltimore, Md.—A big delegation from the Chamber of Commerce recently paid a visit to their fellow member, J. Barry Mahool, who has just been inaugurated mayor of Baltimore. Pres. Blanchard Randall and J. M. Wharton made speeches.

MICHIGAN.

Jeddo, Mich.—A. Brigger is rebuilding his eltr. and putting in \$4,000 worth of new machinery.

Lansing, Mich.—The bill requiring corn huskers to be protected by an automatic feeder or other safety device has been passed by the Michigan House.

Concord, Mich.—E. C. Hungerford, J. H. Dart and C. D. Carr have formed a partnership for handling grain, and have taken over the business of the late Casimir Young.

Port Huron, Mich.—John C. Johnstone, of the Johnstone-Menish Co., died at his office May 24 of heart failure. He was one of the organizers of the Grand Trunk Eltr. Co.

Marshall, Mich.—I have opened the old eltr. formerly operated by H. J. Colman. The machinery will be driven by electric motor. The other eltr. at this place is operated by the Michigan Central R. R. Co.—E. L. Perlin.

Lake Odessa, Mich.—Smith Bros. & Velte have bot the interest of Rowlander Bro. & Reiser in their eltrs. at Woodland, Coats Grove and Hastings. Some repairing will be done at Woodland.—Woodland Eltr. Co.

MINNEAPOLIS.

Frank A. Pierce has succeeded Pierce Bros.

Memberships in the Chamber of Commerce are selling at \$4.00.

We have succeeded Sullivan Bros. in their grain business.—Sullivan Eltr. Co.

The grain eltr. of the Sheffield-King Milling Co. is being rearranged and equipped with a separator.

John G. McHugh of Winnipeg has been appointed secy. of the Chamber of Commerce to succeed Louis T. Jamme on Aug. 1, the latter going to Chicago to manage a railroad enterprise.

The Spencer-Kellogg Co. has let the contract to the Minneapolis Steel & Machinery Co., for the construction of 29 tanks, with a conveyor gallery from the plant to the Electric Steel Eltr.

The tax gatherers of Ramsey county

have been given an adverse decision by the supreme court in their suit to collect a personal property tax on 30,000 bus. of wheat held in the eltr. of the Northwestern Eltr. Co. at Minnesota Transfer on May 1, 1905. The company listed only \$250 worth of office furniture, alleging that it did not own the grain, having issued warehouse receipts therefor, and this contention was sustained by the court, as reported in "Supreme Decisions" column, this number, limiting its assessment to \$250.

MINNESOTA.

Edgerton, Minn.—Mr. McGill is erecting an eltr.

Ceylon, Minn.—A Farmers Eltr. Co. has been incorporated.

Hayfield, Minn.—The Farmers Eltr. Co. has bot the eltr. of O. Thorsen.

Balaton, Minn.—The Farmers Eltr. Co. is erecting an addition to its eltr.

Willmont, Minn.—I have quit the grain business.—H. S. Johnson, agt., Davenport Eltr. Co.

Benoit, Minn.—The Crookston Milling Co.'s eltr. which was burned some years ago is to be rebuilt for the fall crop.

Climax, Minn.—The Northwestern Eltr. Co. is going to put a stone foundation under its eltr.—Agt. Northwestern Eltr. Co.

Greenwood, Minn.—I do not represent the Plymouth Eltr. Co., but am in business for myself. I bot the eltr. from the Plymouth Eltr. Co.—J. W. Funk.

Breckenridge, Minn.—Henry Stephenson of Dexter, Minn., has withdrawn from the Pierce-Stephenson Eltr. Co. and has bot the eltr. of W. F. Markham

Belle Plaine, Minn.—A farmers eltr. company has been organized, capital stock \$6,000; incorporators, John Kelley, Albert Erickson, Herman Anderson and others.

Bellingham, Minn.—The Interstate Grain Co. has completed a 25,000-bu. eltr. This replaces the one burned Apr. 22. The Anchor Grain Co. will erect an eltr. soon.—The Farmers Eltr. Co.

Brewster, Minn.—D. H. McKellar is having some repairing done on his eltr. The office has been refloored and ceiled, new loading spouts are being put in and an addition to the flour house is being built.

New Ulm, Minn.—The Farmers Eltr. Co., recently incorporated, has let the contract to Weilandt & Stegemann for the erection of its eltr. and coal sheds. Work has commenced and will be finished as soon as possible.

Duluth, Minn.—The experimental grain testing laboratory of the government will be established by July 1. Arrangements for beginning the work were made recently by John D. Shanahan, expert in charge, on a visit here.

Marshall, Minn.—The Mutual Eltr. Co. will remove its headquarters July 1 from Minneapolis to this place. The company will expend about \$15,000 on a building at this place, including a two-story warehouse, 52x112 ft., in which space will be set aside for offices.

The commodity rate law went into effect June 1 but is nullified by Judge Lochren's order restraining the state from enforcing it until after a hearing on June 12 on the application of stockhold-

ers in the railroads for a permanent injunction against its enforcement.

St. Paul, Minn.—Blanks for the reports to be filled out by warehousemen under the new laws will be supplied by the Minnesota Railroad and Warehouse Commission, which is about to send out an official notice to all warehousemen explaining the several new laws, with regard to storage charges, pooling and the reports.

Mabel, Minn.—The Mabel Farmers Stock & Grain Co. has bot of the Milwaukee Eltr. Co. its two old houses here for \$2,700; and the Bank of Mabel still retains its one eltr. Albert Peterson, who is new in the grain business, has been employed as agent, and will take possession of the plants July 1. The farmers have subscribed to a state bank to begin in August, and talk of starting a general store, when Mabel will truly be a farmers' town.—XX.

St. Paul, Minn.—On the new form of warehouse receipt Atty.-Gen. Young has just given the Minnesota Railroad and Warehouse Commission the following opinion: Certain warehousemen are objecting to the form of ticket for the reason that, by its terms, it seemed to bind them to deliver the grain at any terminal point, upon the same line of railway within the state that might be designated by the owner, where state inspection and weighing were in force, without providing for the payment of freight thereon from the point of receipt to the point of possible delivery. In this connection my attention has been called to section 2090, Revised Laws, 1905. That section provides the procedure in a case where the owner of a ticket, received from a country warehouse, desires to have the grain therein described delivered at a terminal point. He must surrender the original ticket received from the warehouseman and receive from him a new certificate specifying the kind of grain, the grade and the net quantity, exclusive of dockage, to which he is entitled. It further provides that such grain shall be subject to freight and other lawful charges accruing up to the time of delivery at the terminal point. This section of the Revised Laws is not repealed by the enactment of 1907, which prescribes the form of ticket, and the section, therefore, continues in force and clearly defines the rights of the parties in cases where delivery at a terminal point is demanded. In view of this section, it is not necessary that the ticket should state in express terms that the owner of the wheat must pay the freight thereon. The law of the state is always a part of every contract, and this law fixes the duty upon the owner to pay such freight, and he therefore, must do so.

MISSOURI.

St. Louis, Mo.—The government grain testing laboratory is soon to be opened in the Merchants Exchange bldg.

St. Louis, Mo.—Chapin & Co., feed dealers of Wisconsin, incorporated, capital stock \$150,000, of which \$5,000 is to be employed in Missouri.

Kansas City, Mo.—The Henry Lichtig Grain Co., incorporated; capital stock \$10,000; incorporators, Henry Lichtig, Henry Lustig, Morris Lichtig and Edwin F. Weil.

St. Louis, Mo.—The Merchants Exchange has retained Atty. R. M. Walker to file suit before June 15 against the enforcement of the stamp tax law and the state weighing law. The Board

of Trade of Kansas City has employed a firm of attorneys to act in conjunction with Mr. Walker, who was former attorney of Missouri. A strong contest is looked for.

Kansas City, Mo.—Mark E. Otis has bot the membership of B. F. Reavis in the Kansas City Board of Trade. W. J. Mansendieck has bot the membership of P. T. Hamm.

Kansas City, Mo.—Wm. E. Croysdale, a charter member of the Board of Trade, died of heart failure May 23, aged 77 years. He is survived by five children: W. A. Croysdale, D. L. Croysdale, Mrs. F. P. Logan, Mrs. C. W. Clarke and Miss Fannie Croysdale.

Kansas City, Mo.—Chas. E. Waldron and Brinkley Evans have formed a partnership to be known as Waldron & Evans to do a receiving and shipping business. Mr. Waldron was for many years with the Hall-Baker Grain Co., and Mr. Evans with Goffe & Carkener.

St. Louis, Mo.—The Supreme Court at Jefferson City on May 29 affirmed the decision of the St. Louis Circuit Court in the suit of the C. H. Albers Commission Co. against the estate of Corwin H. Spencer, holding its transactions in wheat options to have been lawful.

Kansas City, Mo.—P. T. Hamm, before leaving for his old home in Ontario was presented by his friends of the Board of Trade with a suit case and a testimonial. Mr. Hamm joined the Board of Trade in 1885 and recently sold his membership. He is 79 years of age.

St. Joseph, Mo.—Instead of installing three scales for the weighing of grain and hay the state railroad and warehouse commission has decided to use the scales of the railroads, under the supervision of the Western Weighing Ass'n, giving track scale weights. This is very unsatisfactory to the grain dealers and millers.

Jefferson, Mo.—The Missouri Railroad and Warehouse Commission has referred to the attorney-general the complaint of the Coal Dealers Protective Ass'n of St. Louis that the Central Car Service Ass'n was ignoring an order of the Commission requiring that demurrage shall not be collected until 72 hours shall have elapsed after setting the car for unloading. The Car Service Ass'n insists that the business is interstate.

St. Louis, Mo.—Francis J. Miner resigned May 22 as pres. and mgr. of the Cella Commission Co. bucket-shop; and has formed a new partnership to be known as Frank J. Miner & Co., for the execution of orders on the St. Louis Merchants Exchange, Chicago Board of Trade and New York Stock Exchange. The Cella Commission Co. has transferred its assets to Miner; and it is said that Louis A. Cella and C. A. Tilles will be his partners.

The stamp tax of 25c on each sale of grain not closed by immediate delivery will be enforced on and after June 15 at all markets in Missouri. It is alleged that the new law is class legislation and unconstitutional. The tax will be a burden on the grain trade for which the state gives no value. The proceeds are to be devoted to a good roads fund; but as the tax can be levied only on grain sold within the state it is a discrimination against Missouri markets and in favor of competing markets on every side.

St. Louis, Mo.—At a meeting of the Missouri Railroad and Warehouse Commissioners June 4 it was decided to await a report on their powers and jurisdic-

tion from Atty-Gen. Hadley before sending out to owners of eltrs. a circular prepared by O. W. Bingham, chief weighmaster, notifying them that on June 15 a duly authorized and bonded weigher would report to do the weighing of hay and grain. Andrew Haley was appointed state scale inspector at \$100 per month; and the appointment of deputy weighmasters was laid over to the next meeting.

NEBRASKA.

Scribner, Neb.—I have succeeded the Diels Milling & Grain Co.—A. F. Diels.

Avoca, Neb.—We are going to erect a 20,000-bu. eltr. this fall.—Nutzman & Marquardt.

Rushville, Neb.—Davey & Thomas have succeeded W. J. Zoll in the grain and lumber business.—D.

Lawrence, Neb.—The Lawrence Milling & Eltr. Co., incorporated, capital stock \$20,000; H. Gilmore, pres. and H. E. Bowman secy.

Lyons, Neb.—The Nebraska Improvement Co., with Frank B. Rhoda, pres. is a new company, with eltrs. at this place and Rosalie.

Hastings, Neb.—N. F. Chaney died at his home May 29, at the age of 49. He has been local mgr. for the Nye-Schneider-Fowler Co. for the past three years.

Mead, Neb.—C. V. Beeman resigned his position as mgr. for the T. B. Hord Grain Co. at Mead and has accepted charge of the Nye-Schneider-Fowler Co.'s plant at Oakdale.

Wabash, Neb.—There are three eltrs. in Wabash. One of them which has not been in operation for some time will be started by me June 15.—Warren T. Richards.

Lincoln, Neb.—The Nye-Schneider-Fowler Co. has acquired a controlling interest in the Central Granaries Co., operating a line of country houses. No change is to be made in the management.

Omaha, Neb.—Sherman Saunders of the Saunders & Westrand Co., of Wakefield, and W. F. Brittan of the J. Rosenbaum Grain Co., have filed application for membership in the Omaha Grain Exchange.

Alda, Neb.—The Farmers Eltr. Co. has withdrawn its complaint recently filed against the Union Pacific because the latter refused to give the company a site on its right of way for the erection of an eltr. The company has the site.

Touhy, Neb.—Bids for a 15,000-bu. eltr. with cleaners, scales and gasoline engine house to be finished complete, have been requested, with plans and specifications by Louis Kucera, secy. of the eltr. company, of which J. M. Jamison is pres.

Omaha, Neb.—Grant E. Barnes, mgr. of the local office of Ware & Leland, died at midnight June 1, after an illness of four days of spinal meningitis. He was a partner of the late A. B. Jaquith. He is survived by his wife and a son.

Rosalie, Neb.—A. C. Carroll of Jackson, Neb., is putting up the third eltr. at this station, John DeKay having the contract. The lumber for this eltr. arrived May 29 and on June 7, 32 ft. of the cribbing was up. The house is 24x35 ft., 40 ft. high. The office and driveway are up and shingled and the scales set.—M. H. Osborn, agt. Devereux Eltr. Co.

Fremont, Neb.—The Nye-Schneider-Fowler Co. will double the capacity of its

eltr. by building an addition of 100x32 ft. and 60 to 70 ft. high. The new storage house will be equipped with upper and lower galleries, conveyors and a short leg to take the grain to and from the present work house. The eltr. will have a total capacity of 300,000-bu.; its present capacity is 160,000-bu.

NEW ENGLAND.

Webster, Mass.—C. L. Marsh has bot the grain business of M. J. Jencks.

Princeton Depot, Mass.—R. G. Bigelow will rebuild his eltr., which was burned last fall.

Saugus Sta., Lynn P. O., Mass.—Butman & Cressey are erecting a large mill and eltr.

West Lynn, Mass.—Cyrus Jones has come into possession of Breed & Co.'s grain business.

South Coventry, Conn.—W. C. Latimer is planning to erect an addition to his two-story building.

Willimantic, Conn.—Henry A. Bugbee is defendant in a suit to recover the value of property turned over to him by Henry Snyder, a bankrupt, and to have Mr. Bugbee placed on the same footing as other creditors of Snyder.

NEW JERSEY.

Pemberton, N. J.—Eber DeCou has obtained a rate of 50c a ton less on grain after making a complaint to the Interstate Commerce Commission of the alleged discrimination in favor of the town of Mt. Holly.

NEW YORK.

Elba, N. Y.—A. A. Grinnell has begun the erection of his eltr.

Buffalo, N. Y.—Harry M. Barker has retired from the firm of Charles Kennedy & Co.

Albany, N. Y.—Governor Hughes is expected to sign the Heacock reciprocal demurrage bill.

Buffalo, N. Y.—The Townsend-Ward Co. has succeeded Townsend & Ward. A. T. Ward is secy.

Jamestown, N. Y.—The Ames Burns Co., incorporated, capital stock \$10,000; incorporators, H. G. Ames, M. C. Burns and F. W. Trantum.

New York, N. Y.—Kneeland & Co. have dissolved partnership and retired from business. Yale Kneeland will be with the Power, Son & Co.

Buffalo, N. Y.—The Lake Erie Eltr. Co., incorporated, capital stock \$5,000; incorporators, Charles H. Spaulding of Buffalo, Thomas D. Barrett and Thomas Shannon of Cleveland.

Buffalo, N. Y.—We are indebted to F. Howard Mason, secy. of the Chamber of Commerce, for a copy of the annual report of the Chamber for 1906, containing statistics of the trade and commerce of the port.

Buffalo, N. Y.—New spouts for the loading of canal boats have been installed at the Great Eastern and Dakota Eltrs., which will divide the canal grain with the Kellogg and the Richmond Eltrs. For three years the two last named houses have been handling the bulk of the canal grain.

New York, N. Y.—The inspector has been authorized to put no grade wheat together in his discretion in a classification by itself, of No. 1 no grade and No.

2 no grade, to prevent the taking up of so much room in the storage of single cars of wheat. The trade also has agreed in order to avoid occupying a full bin with one car of oats to a charge of \$1 per day for storage up to 4,000 bus.

Buffalo, N. Y.—The Husted Milling & Eltr. Co. will make extensive improvements at its Elk street plant. A cement storage annex of 400,000 bus, capacity will be added; the drier and purifier plant will be remodeled and inclosed in a new fireproof building. The present train shed will be extended to cover five tracks and be built two stories high, and all the cleaning and clipping machinery will be installed in the new addition over the tracks. Additional trackage will be had by extending the four unloading tracks several hundred feet, and the unloading capacity will be increased to eight track hoppers.

BUFFALO LETTER.

There is still much talk of more eltrs. in the harbor.

White winter wheat is still short, as the many cereal mills here need it in rather larger quantity than they do red wheat.

Fred Williams, who was a member of the grain firm of Williams & Murphy while it was in operation, has gone to Calgary in the Canadian Northwest to locate.

The call for Kansas wheat is rather large and apparently increasing, especially since the millers have found durum wheat not so good a flouring wheat as they hoped to make it.

The change in the Electric Mill & Eltr. Co. has decided J. F. De Vine to sever his connection with the Eames interest and open an office on his own account. He had some time ago finished 25 years handling grain for that firm.

The Lackawanna Mill & Elevator Co. is being continued as before by H. Russell of Albany and C. E. Burkett of Penn Yan. M. P. Ryley, since leaving the Lackawanna Mill & Elevator Co., has opened a grain and feed office in the Chamber of Commerce in his own name.

Boatowner Warwick announces the addition of a new boat for grain which he has named J. H. Lascelles, after the long-time treasurer of the Chamber of Commerce. It tows with the lately-built boat Dudley M. Irwin, named for the affluent member of the barley trade on 'Change.

The weakening of all feed prices of late and the uneasiness of millers on account of it, as it was one of their sources of profit and sometimes the chief source, as flour was so cheap, occasions the general remark that feed has long been out of all proportion to either flour or grain for some time and if the return of grass feed will give its proper place in the grain trade it may be as well.

Grain dealers agree that there is more corn and oats selling than there was, but of course they are not able to do much with wheat. Millers were fortunate enough to get a pretty good supply bought before the advance and the local report day after day is that there are few or no sales of either winter or spring wheat, though, there is some demand for winter, as the State crop is coming in slow now.

Some of the grain shippers who have been so much against paying more for way freight than for thru are hoping that the new State Utility Bill will give them relief. A shipper shows a letter

just received from an Erie Railroad official, promising to "consider" his complaint of having to pay 10½ cents on grain over part of a certain route eastward, when the thru rate from Buffalo is only 7 cents.

Among the changes made in part by the effort to secure for the pool all the grain that it can get is the conclusion of the Electric Mill & Eltr. Co. to go out of the feed milling business and make the most of elevating and transferring grain. This was no doubt in part arrived at on account of the death of Manager McLean last winter. It is not likely that the mill will be allowed to stand idle long, as feed milling pays here.

The new eltr. situation is attracting some attention of late, especially since the pool, usually spoken of as the "baby pool" since the rail houses are not in it regularly, has concluded to compete with the independent Kellogg Eltrs. and are elevating canal grain free to the grain, merely making a charge to the vessel for shoveling. This is a fine thing for the canal boatmen, for they are still getting 5 cents on wheat to New York and all that they can carry, the small fleet taking out half a million bushels a week sometimes, which is much more than used to be possible till now, so the fleet must be growing.—J. C.

NORTH DAKOTA.

Heaton, N. D.—The Cribbin-Alair Co. will erect an eltr.

Sykeston, N. D.—The Lyon Eltr. Co. will erect an eltr.

Dickey, N. D.—H. M. Olsen will erect the new farmers eltr.

Bottineau, N. D.—The McCabe Bros.' eltr. will be enlarged.

Cathay, N. D.—The Osborne-McMillan Eltr. Co. will erect an eltr.

Wolford, N. D.—The Cargill Eltr. Co. will erect an annex to its eltr.

Kulm, N. D.—The Kulm Eltr. Co. will erect an addition to its eltr.

Monango, N. D.—The Osborne-McMillan Eltr. Co. will erect an eltr.

Larimore, N. D.—The Northwestern Eltr. Co. will erect another eltr.

Lansford, N. D.—Mr. McDermott of Rugby has bot the eltr. of H. W. Willis.

Litchfield, N. D.—The Amenia Eltr. Co. will erect an addition on the side of its eltr.

Valley City, N. D.—A meeting of farmers eltr. operators is to be held here June 18.

Manfred, N. D.—The Woodworth Eltr. Co. of Minneapolis, Minn., will erect an eltr. here.

New Rockford, N. D.—The New Rockford Roller Mills contemplate incorporating building an eltr.

Easby, N. D.—The Cargill Eltr. Co.'s eltr. was burned recently. It is thought that the company will rebuild.

Willow City, N. D.—The Sullivan Eltr. Co. of Minneapolis, Minn., has bot the eltr. of the J. E. Stewart Eltr. Co.

Eldridge, N. D.—The Lyon Eltr. Co. of Mandan will erect an eltr. Pierce Blewett of Jamestown will erect an eltr.

Carrington, N. D.—Andrews & Gage are enlarging their eltr. and the Osborne & McMillan Eltr. Co. will erect an addition.

Park River, N. D.—The Park River Farmers Eltr. Co. recently incorporated, has bot the eltr. of the Duluth Eltr. Co.

Possession will be taken Aug. 1. The company paid \$500 cash and the remainder will be paid in Aug.

Manfred, N. D.—E. Gartland, mgr. of the Royal eltr. has completed the work of loading 20,000 bus. of wheat from outside bins.

Napoleon, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, H. E. Perkins, M. Savage and Walter M. Noddings.

Poland, N. D.—The Spaulding Eltr. Co.'s house was burned May 25, at 10 p. m. Loss, \$10,000. The fire is supposed to have started from a hot box in the cupola.

Abercrombie, N. D.—The receivership of the United Farmers Exchange has been settled out of court on a basis of 50 per cent to creditors. The exchange has operated a store, grain eltr. and machinery warehouse.

OHIO.

Mechanicsburg, O.—I have sold my eltr. to H. M. Brown & Co.—L. H. Bruns.

Leesburg, O.—Geo. Henderson has bot the eltr. and grain business of R. P. Barrett.

Mortimer, O.—The Ohio Hay & Grain Co. has completed the improvements on its eltr.

Toledo, O.—The C., H. & D. Ry. Eltr. Co. will remove its offices from Toledo to Cincinnati.

Stuebenville, O.—E. L. Hammond died June 3, of apoplexy, at Chambersburg, Pa. He was 49 years old.

Cincinnati, O.—The Cincinnati Grain Co. will erect an eltr. in place of the one that was burned last fall, to cost \$4,500.

Ashville, O.—Edward Campbell, miller and grain dealer, made an assignment to Wm. Miller. Liabilities, \$7,000.

McComb, O.—W. L. McElhinny has bot the interest of his partner, R. A. Shepard, in the grain business. Owing to the failing health of the latter he is obliged to take a much needed rest.

Cincinnati, O.—Friends of Peter Van Leunen on the eve of his departure for Decatur, Ill., presented him with a gold watch chain, diamond studded charm and a dozen silver teaspoons, in token of their esteem.

Columbus, O.—The old firm of Jas. P. McAlister & Co. has been re-enforced by the addition of a new member, Edward Stritmatter, who was admitted into the firm June 1. The business will be carried on under the old name.

Cincinnati, O.—The Chamber of Commerce on May 29 decided to invite the Grain Dealers National Ass'n to hold its next annual meeting at this city. H. S. Grimes of Portsmouth, O., addressed 'Change on the subject. Pres. Bennett appointed the following committee to extend the invitation: H. Lee Early, A. C. Gale and F. F. Collins; and it was accepted by the National Ass'n, the meeting to be held Oct. 2 and 3.

Columbus, O.—D. S. Cook & Co., grain dealers and millers at Basil, O., filed complaint with the state railroad commission May 23 against the Toledo & Ohio Central and the B. & O. roads jointly and the T. & O. C. separately, alleging that the roads refuse to give joint traffic arrangements. On commodities shipped from Basil on the T. & O. C. to points on the B. & O. S. W. the company is

required to pay two local rates and to reshup at a junction. Competing towns on the Z. & W. enjoy a thru rate, enabling them to deliver grain products at a lower cost to the same points.

PARTIAL PROGRAM OF OHIO MEETING.

The annual meeting of the Ohio Grain Dealers Ass'n will be held at Cedar Point on Lake Erie the last week of this month. Secy. McCord writes that the program has not yet been completed, but up to the present it includes the following:

Chas. McIntire of the Ohio Farmers Institute Staff will read a paper on "Practicable Methods for the Improvement of Ohio Grain."

Walter Snyder of Kenton, O., will read a paper on "Contracting Grain from Farmers Before it is Harvested."

E. F. Lienhard of Bellevue, O., will read a paper on "The Country Grain Buyers Prosperity."

E. W. Seeds of Columbus, Ohio, will talk on the work of the Ohio Shippers' Association Transportation and Car Service.

E. H. Culver, Chief Inspector of the Toledo Produce Exchange, will talk on the "Grading of Grain."

H. L. Goemann of Toledo, Ohio, will talk on the "Grain Trade."

Grant McMorran will talk on "What Should Shippers Do When Railroads Are Unable to Furnish Cars?"

J. F. Courcier, Secretary of the Grain Dealers National Assn, will talk on "Trade Rules and Arbitration."

Prof. H. C. Price, Dean of the College of Agriculture, O. S. U., will talk on the Farmer and Grain Dealer.

C. B. Jenkins of Marion, Ohio, will read a paper, the subject "Where Are We Going?"

J. D. Shanahan, Expert in charge Grain Standardization, Department of Agriculture, Washington, D. C., will talk on the determination of moisture in grain and will give a demonstration of the process now in use by the department.

The sessions will be held on the 26th and 27th inst. The 25th will be the date on which we will go and the 28th the date on which we will return. We expect the largest attendance and the most interesting meeting that we have ever had.

OKLAHOMA

Temple, Okla.—We have closed our plant at this place.—Mell & Cole, Oklahoma City, Okla.

El Reno, Okla.—The El Reno Mill & Eltr. Co. brot suit against J. E. Jones for a difference of \$400 in accounts, and the latter has brot a counter suit for damages, charging the company with belonging to a trust.

Ringwood, Okla.—The eltr. of the Home Grain Co., operated by Boaz & Walls, was burned together with "6,000 bus. of wheat and 3,000 bus. of corn." The insurance adjuster insisted the salvage did not look like more than 1,800 bus. and insisted upon a material reduction in the claim for loss on grain.

OREGON.

Portland, Ore.—It is rumored that the Centennial Mill Co., of Seattle, has purchased the Portland Flouring Mills Co.'s plant.

Pendleton, Ore.—T. G. Montgomery, who has operated for some time the Puget Sound Warehouse Co.'s eltr., has re-

signed, and it is thought that his brother, J. E. Montgomery, mgr. for the Interior Warehouse Co., will be appointed to fill his place.

Salem, Ore.—Railroad Commissioner West suggests that railroad agents be required to enter car orders in a book, to prevent discrimination between shippers.

SOUTH DAKOTA.

Clear Lake, S. D.—The Farmers Eltr. Co. will erect an eltr.

Erwin, S. D.—The Ostroot Eltr. Co. has bot eltr. of H. B. Atwood.

Yahota, S. D.—McBath & Selmser will erect an eltr. with 25,000-bu. capacity.

Rowena, S. D.—The Western Eltr. Co. of Winona, Minn., will erect an eltr. here.

Aurora, S. D.—The Farmers Eltr. recently organized, has bot the eltr. of the "Western Eltr. Co., for \$5,000.

Arlington, S. D.—A. E. Peterson and Hogan Hoganson will erect an eltr. at Sinai as soon as the new railway is built.

Volga, S. D.—G. W. Van Dusen & Co. will rebuild their eltr. which was burned the first of the year. The eltr. will have a capacity of 20,000 bu.

Harrisburg, S. D.—The Farmers Eltr. & Supply Co. has bot eltr., coal sheds, corn cribs and two wagon scales, of the Terwilliger & Dwight Co.

Watertown, S. D.—The Farmers Eltr. Co., recently incorporated, has a site for its eltr. and warehouse, and the work will commence in a short time.

Claremont, S. D.—The Brown County Farmers Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of an eltr. of 30,000 bus. capacity.

Arlington, S. D.—Hewett & Conner are planning to build a line of eltrs. along the line of the new railway at Sinai, Badger, Norden and Hayti. Adam Royhl will build at Nordeo, Oxford and Hayti.

Wagner, S. D.—The state railroad commission will hold a hearing here July 9 on the application of L. L. Heil for an eltr. site on the right of way of the Chicago, Milwaukee & St. Paul R. R.

Chelsea, S. D.—The Wallace Grain Co. of Wallace has let the contract to the Younglove Construction Co. for two 30,000-bu. capacity eltrs., one at this place and one at Cresbard, on the M. & St. L. extension.

Verdon, S. D.—In order to enlarge its business the Verdon Farmers eltr. Co. has recapitalized and reorganized under the name of South Dakota Farmers Eltr. Co. The company has eltrs. at Verdon, Randolph and Stratford.

Baltic, S. D.—On March 18 we shipped C. A. & C. R. W. car No. 428 to Chicago, containing 100,950 lbs. of barley, which we think is probably the largest car of barley that the Chicago market has received. We are a little proud of being the shippers of the biggest car.—E. J. Oyan.

PENNSYLVANIA.

Philadelphia, Pa.—After the hearing of the complaint of E. L. Rogers & Co. against the embargo on hay by the Philadelphia & Reading R. R. Co. the Interstate Commerce Commission took the matter under advisement.

Harrisburg, Pa.—The stringent anti-bucket-shop law, which was passed by the senate, as reported in this column May 25, was signed by the governor June 1. It is made a misdemeanor to rent or

use any place for a bucket-shop; and telephone and telegraph companies are liable.

Philadelphia, Pa.—Trego & Co. have been jailed. H. S. Trego and Wm. H. Cole, self styled "grain dealers," are charged by the post office dept. with having used the mails to defraud by bucket-shop methods. When victims who thought they had wheat bot sold on the advance they were told to wait till September for their profits.

PHILADELPHIA LETTER.

During June, July and August all of the 20th street eltrs. and store houses will be closed promptly at 1 o'clock on Saturdays.

Pres. Walter F. Hagar of the Keystone Eltr. Co., thru his successful management of this formerly much in evidence institution, it is currently reported, has been rewarded with a substantial increase in salary.

A movement is on foot among the grain men to get up a large excursion from this point to the Jamestown Exposition and it is probable that the Commercial Exchange members will join the procession.

The millers and bankers of the city and state are still discussing the bill of lading question, and it is expected will soon put forth an official form, which it is believed will meet with favor of all financial, business and railroad interests.

Pres. E. M. Wasmuth of the National Hay Ass'n. on his way east from Indiana to make final arrangements for the Niagara Falls meeting remained a short time in this city and held a conference with the leading hay men on 'change. Besides predicting a great attendance at this July gathering of the hay trade, he gave out the important information that the National Ass'n would at once take up, before the Interstate Commerce Commission, the action of the railroads in raising the classification of hay, which resulted in an increase of the hay freight rates, changing the same from the sixth to the fifth class, thereby advancing the charges \$1 per ton. Immediate advantage is to be taken of the recent amendment to the laws giving the Interstate Commerce Commission the right at any time to reopen the case which was formerly decided against the commission and the hay trade. Pres. Wasmuth received a warm reception here.

Pres. King of the Commercial Exchange, who with Chairman George M. Warner of the Transportation Committee, and the directors of the Exchange have been working like beavers to get the transportation companies to modify or rescind the \$2 per car rate for diverting privileges, have already received some important concessions from the railroads in this direction, and further conferences will be had between officials, which bids fair to have the whole matter adjusted to the satisfaction of both sides. If this tax is not entirely abrogated, there will be such a modification made by the trunk lines that the diverting trade will be relieved to a certain extent of the hardships entailed upon them through the arbitrary enforcement of the recent orders on divisions of cars. The Commercial Exchange have just appointed a special committee consisting of Director Watson W. Walton, Vice President Edmund E. Delp, and Director John Kilpatrick to meet the railroad authorities and obtain if possible the most favorable concessions in the direction named.—S. R. E.

SOUTHEAST.

Leaksville, N. C.—Charles N. Deshayo & Co. will build a corn mill of 100 bu. capacity daily, and a grain eltr. to be operated by gasoline engine.

Tallahassee, Fla.—The anti-bucket-shop bill, which originated in the house, was passed by the senate May 22, and will become a law on receiving the signature of the governor.

Atlanta, Ga.—The U. S. Circuit Court on June 1 issued an order temporarily restraining the Georgia Railroad Commission from enforcing Circular No. 331, the effect of which would be to reduce the freight rates of the Georgia Southern & Florida R. R.

Atlanta, Ga.—But Wood, a switchman in the employ of the Central of Georgia Railroad, recently was caught in the act of raking corn from a car into a bag which he held at the car door. The car was loaded, and some of the corn had worked under the car door. A special officer of the railroad company made the arrest, and Wood was held for trial in \$200 bonds.

TENNESSEE.

Clarksville, Tenn.—The Dunlop Milling Co. has increased its capital from \$100,000 to \$500,000.

TEXAS.

Waco, Tex.—We are not handling any grain.—Early, Foster & Co.

Galveston, Tex.—Jockusch, Davidson & Co. have bot of Maury M. Spencer his stock food, grain and fertilizer business.

Houston, Tex.—The Southwestern Rice Co. incorporated, capital stock \$25,000; incorporators, H. C. Schrimmer, L. C. Hill and S. Wiley.

Bay City, Tex.—N. M. Vogelsang has let the contract for a steel rice eltr. to be erected at his mill. The eltr. will have a capacity of 30,000 bu.

Houston, Tex.—The Mercantile Grain Co. contemplates the erection of a 12,000 bus. fireproof eltr. for making mixed feeds with storage adjacent.

Markham, Tex.—The Markham Warehouse & Eltr. Co., incorporated, capital stock \$10,000; incorporators, C. M. Carter, M. Thompson, W. A. Furber, and C. R. Burke.

Houston, Tex.—J. A. Boring, formerly in the grain and feed business at Longview, Tex., has formed the J. A. Boring Grain Co. with E. E. Perrenot and opened an office here.

Gainesville, Tex.—A building of the Keel Grain Co. burned June 4 with a large quantity of grain. Loss on building, \$10,000; insurance on grain, \$58,000, and on building, \$4,500.

Houston, Tex.—P. R. Pritchard of the Pritchard Rice Milling Co., composed of P. R. Pritchard of Eagle Lake, Jonathan Lane and J. S. Radford of Houston, will build a large eltr. for handling rice in bulk.

Brenham, Tex.—The Farmers Union Warehouse Co. has let the contract for the erection of its warehouse to T. A. Low & Son. The building will be 100x160 ft. The work started June 1 and will be completed in two months.

Galveston, Tex.—Exports from Galveston from Sept. 1 to June 1 were 10,305,633 bus. of wheat and 4,220,906 bus. of corn; compared with 3,525,843 bus. of wheat and 11,299,009 bus. of corn for the corresponding period of 1905-06. For the

Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM
Descriptive circular sent on application

Multiplex Electric Thermometer Co.
Minneapolis, Minn.



Cover's Dust Protector

Rubber Protector, \$2.00

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New and improved methods are constantly taking the place of the old. The

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of removing the excess moisture from grain with his improved Drier is demonstrating its superior quality for this work.

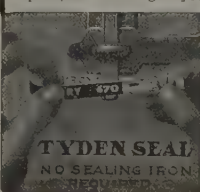
CORN dried with the MORRIS DRIER sells at a PREMIUM over all other methods in use. Don't let another year pass without installing a Morris Drier. In times of peace prepare for war and save money.

F. R. MORRIS,

51 Chamber of Commerce, Milwaukee, Wis.

SAY

Isn't it worth 1 cent per car to know that your shipments cannot be tampered with during transit without detection? We can furnish you with the Tyden Car Seal, bearing your name and consecutively numbered for \$3.50 per 1,000 that will give you absolute protection.



You insure your grain against fire, why not protect it against theft. Sample free. Send now.

INTERNATIONAL SEAL & LOCK CO.

CHAS. J. WEBB
General Sales Agent
617 Railway Exchange Bldg., Chicago

month of May 384,000 bus. of wheat and 34,288 bus. of corn was exported, against 16,000 bus. of wheat and no corn for May last year, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Ft. Worth, Tex.—At the Panthers Club.—I have always heard that the male panther relishes nothing but live meat, but I never imagined it would skin, devour its prey and dispose of the remains so dexterously.—A Victim.

Galveston, Tex.—Stolz & Koehler are building a warehouse, 80x130, frame, covered with corrugated galvanized iron, at 31st street and C ave. They expect to build soon a 40,000-bu. eltr. to be equipped with clippers, cleaners, feed mill and automatic bagging scale.

Fort Worth, Tex.—James A. Miller, superintendent of the J. Rosenbaum Grain Co.'s eltr., had a narrow escape from death on May 28. He was giving some instructions to men at the top of the eltr. when he lost his footing and fell 6 ft. He grabbed for a timber and stopped his fall, but struck his chin, and his throat was badly hurt. The probabilities are that he will not recover his full speech for some time.

Collinsville, Tex.—The Collinsville Mill & Eltr. Co., which is incorporated with a capital stock of \$10,000, E. G. Rall, pres., J. E. Cary, secy., and W. M. Black, mgr., has bot the E. G. Rall grain business and will remodel the eltr. and add a complete meal chop and feed mill in connection, and build additional storage room to hold about 50,000 bu. of grain.—W. M. Black, mgr. The Collinsville Mill & Eltr. Co.

UTAH.

Clarkston, Utah.—The Trenton-Clarkston Mill & Eltr. Co., of Trenton, Cache Co., has increased its capital stock from \$25,000 to \$50,000.

Nephi, Utah.—The Juab County Mill & Eltr. Co., incorporated, capital stock \$20,000; incorporators, G. A. Whitmore, pres., A. J. Aagard, vice pres., N. P. Aagard, secy., and J. E. Johnson, treas. The company takes over the John Hague Grist Mill on Salt Creek.

WASHINGTON.

Pullman, Wash.—The Kerr-Gifford Co. will erect a warehouse 40x200 ft.

Hatton, Wash.—Nearly 700,000 bus. of wheat has been shipped from this station the past season. Men for warehouse work are scarce and high wages are being paid to good men.

Washtucna, Wash.—Warehouses are congested with wheat at this place, Sulphur, Estes, McAdams and Pampa; and at the rate grain is moving half a year will be required to get out the wheat.

Eureka, Wash.—The farmers have formed a company to erect a private warehouse, to be the largest in this section of the country; it will be of between 600,000 and 700,000-bu. capacity. It will be 300x40 ft. and will be used by those interested in the company.

Davenport, Wash.—The Davenport Grain Co., incorporated; incorporators, J. S. Huffman, A. J. Field, J. W. Sawyer and others. The company will do a general grain business. It has secured the Seattle warehouse, the largest in Davenport, and have a site at Omaha Sta., where another warehouse will be built.

WISCONSIN.

Waupun, Wis.—The Farmers Eltr. Co. has decided to double the capacity of its eltr.

Marathon, Wis.—The H. E. McEachron Co. will erect eltrs. here and at Bonduel and Lindhurst.

Norwalk, Wis.—G. F. Haldeman contemplates erecting an eltr. and going into the grain business.

Ashland, Wis.—Hanson Bros. Co. have their eltr. completed by the Younglove Construction Co. Power is furnished by 15 h.p. electric motor.

Glenwood, Wis.—The Wisconsin Northern Grain Co. expects to enlarge and repair its eltr.—J. W. Harnor, Agt. Wis. Northern Grain Co.

Superior, Wis.—Schmitt & Howe have dissolved partnership. Mr. Howe will engage in other business, and Mr. Schmitt will engage in the grain business at Duluth.

Milwaukee, Wis.—The Hecker Cereal Co., of New York City, incorporated; capital stock \$2,000, of which \$500 is represented in Wis. Ludwig Deetjen is the Milwaukee representative.

Oconto, Wis.—Alphonse Pierre is making extensive improvements on his grain eltr. He has installed a 25-h.p. electric motor, with which to run his feed grinders and eltr. and can now grind feed at the rate of two tons per hour and load and weigh a car of oats in two hours. He has also put in a new drive for his feed mill and two additional eltrs. and hoppers.

Madison, Wis.—The senate on May 24 killed two bills prohibiting Wisconsin corporations from dealing on the Duluth Board of Trade, and prohibiting railroads from permitting grain consigned to Superior to be examined and graded in transit. The bills were retaliatory and resulted from the unsuccessful fight made by Superior against the Minnesota inspection.

Superior, Wis.—Judge Luse, atty. for the Superior Board of Trade, declares that the decision of the federal court of appeals at Chicago in favor of the Globe Eltr. Co. and against Wisconsin inspection does not affect the constitutionality of the grain inspection law, the order of the court against the enforcement of the law holding good only until the suits shall have been tried upon their merits.

Manitowoc, Wis.—On complaint of citizens the plants of the Northern Grain Co. and the Manitowoc Malting Co. were inspected by Second Assistant H. Larson of the state dairy and food commission, to learn whether the state law was being violated by the fumigation of grain with sulphur. Inspector Larson is said to have found that sulphur was being used, but decided not to bring suit until he had consulted the state board for authority. In view of the decisions of the courts against the Illinois law it is not believed any one can be prevented from bleaching his own grain.

MILWAUKEE LETTER.

Stocks in local eltrs. have been reduced considerably of late as a result of the high prices prevailing.

Receipts of all grains have been light, and millers especially are having some trouble in supplying their needs of choice milling wheat. It is expected that after the completion of seeding a more liberal run of business will follow.

During the past year the Weighing Dept. has been self-sustaining and rendered good service to local dealers when-

ever called upon. One of the favorable features of the past year's work has been the unusual activity of the dept. in ferretting out and reporting cases of leaking and damaged cars.

It is very gratifying to learn that the bill before the state legislature relating to the use of terminal facilities, has been favorably acted upon. This will do away with one of the main problems with which roads desirous of entering the city have had to contend.

The large increase in barley receipts which the Minneapolis press prophesied, at the opening of the season, for that city, has apparently failed to materialize, and their predictions that a greater quantity of that cereal would be received there compared with Milwaukee seems to have been realized only so far as the printing is concerned.—C.

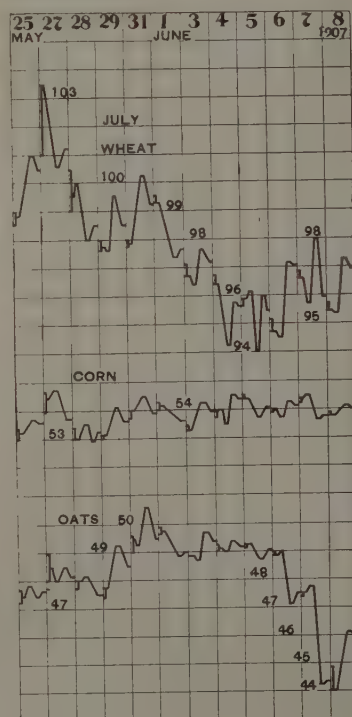
Imports and Exports of Beans.

Imports of beans for the 9 months prior to Apr. 1, 1907, have been 366,191 bus.; against 414,128 bus. for the corresponding period of 1905-6.

Exports of beans for the 9 months prior to Apr. 1, 1907, have been 354,572 bus.; compared with 371,672 bus. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to June 10 are given on the chart herewith.



Export Wheat Diverted.

The jealousy between ports competing for the export grain trade no doubt is responsible for some of the rumors floated now and then, but not for all. In the New Orleans Picayune of May 22 appears the following:

"It was learned yesterday that about 70,000 bushels of wheat which was shipped to New Orleans ninety days ago by the J. Rosenbaum Grain Company, of Chicago, from that city, and which was tendered to the inspectors of the Board of Trade as No. 2 wheat, has, after being refused by the inspectors, been shipped to Galveston, from which port a part of the wheat has been exported and the remainder is ready to go forward.

"C. B. Fox, who represents the Rosenbaum Grain Company here, did not hesitate to admit yesterday that the grain had been moved from New Orleans to Galveston because the inspection there was not as rigid as the inspection here. Mr. Fox did not charge that the inspection at New Orleans was other than an enforcement of the strict letter of the law, but he declared that while New Orleans is enforcing the law to the letter other ports are getting the business. He stated that grain is bringing as good prices from Galveston as from New Orleans, notwithstanding the statements which have been made regarding the quality of grain moving out of Galveston. Under the circumstances, Mr. Fox said, he did not see why New Orleans should be made to suffer through a strict inspection.

"Chief Inspector W. L. Richeson, of the Board of Trade, thought it a rather remarkable condition of affairs that he should be blamed for enforcing the inspection rules which had been formulated by the Board of Trade.

"The shipment of wheat began to arrive in New Orleans about February 1. As it reached the city it was, in accordance with the inspection rules, inspected by Chief Inspector Richeson's force. The records of his office show the following: 6,209 bushels No. 2 Durum wheat; 5,473 bushels No. 3 Durum wheat; 59,135 bushels Durum wheat and screenings; 1,126 bushels of straight seed. There were about sixty carloads in all. The wheat was placed in elevator B, at the Stuyvesant Docks, and was afterward tendered for export as No. 2 Durum wheat by Rosenbaum. The tender was refused, but instead of being exported on the certificates which the Inspection Department was willing to issue, the wheat was shipped to Galveston over the Southern Pacific, at a rate of 8 cents per hundred pounds."

Chief Inspector C. McD. Robinson of Galveston denied May 27 that any of the wheat received from New Orleans had been exported, and expressed a willingness to stand by a comparison of the grain exported from Galveston with that shipped from other American ports.

Loading Rule at New Orleans.

New Orleans has one rule regarding the loading of grain next to the stoke hold which should be enforced everywhere. It provides that all steamships taking grain in No. 2 hold (when said hold extends to stoke hold bulk-head) or in reserved bunker which extends to said stoke hold bulk-head, must have wood air space bulk-head not less than nine (9) inches clear, with ventilators each side from air space to upper deck.

When carrying Maize, said bulk-head to be covered with non-heating conducting felt not less than one (1) inch thick, more if required by Surveyor, and over said felt, board covering, to protect same from being injured or destroyed by contact with other cargoes, or when trimming grain.

So many shipments of grain from the Sunset Elevator, Galveston, are refused by European buyers, the wonder is the operator of the house finds enough profit in the export business to continue.

Price Governing Settlement for Unfulfilled Contract.

In the case of Louis Muller Co., Baltimore, Md., vs. Seeds Grain Co., Columbus, O., the following facts were presented:

March 5, 1903, plaintiff bot from defendant, 5,000 bu. of mixed corn, shipment 30 days, at 46½ Balt.—March 9, 1906, 5,000 bu. of mixed corn, shipment 30 days, at 46½ Balt.

All of this corn was shipped, and applied on contract, excepting 31,122.38 bu., which was bot in for account of defendant on May 4, 1906, at a lost of \$285.04.

There is no dispute as to quality or quantity, but failure to complete contracts, made purchase necessary, and dispute is over day settlement was adjusted and loss proven, and whether date of expiration of contract, April 7, is to be guide for settlement, or May 4, on which day loss was shown.

April 6, 1906, defendant wired "Extend time 30 days on balance our contract of March 8. See letter." Message received by plaintiff on April 7, as shown by reply April 7, where time was not extended 30 days but 10 days. Defendant acknowledged receipt of this April 10 by declining 10 days, but again asking by letter, for an extension of 30 days, and which was granted, by letter, April 12.

There apparently seemed to be no difference up to this time, as no objection to extension was noted, and was further evidenced, by changing method from wiring at the opening of negotiations, to completing it by correspondence.

This certainly shows that the contract was not to be closed April 7, 1906.

April 27, 1906, plaintiff wrote to defendant calling his attention to the contract expiring April 30, 1906, and if not able to ship to prepare for cancellation of contract, and quoting value of this grade corn at 64 Balt.

May 1, 1906, defendant wired "Corn not shipped, we asked for an extension which was not granted. Should not settlement be made on original contract" was answered by plaintiff "Instruct regarding your April shipment corn. Do you want extension to May 10?"

May 2, 1906, defendant wired "At what difference will you adjust contract?" Answered May 2, "3,000 bu. May just sold here 56. Will cancel at this. Instant reply."

This was replied to by letter May 2, 1906, wherein defendant denied any liability as to having accepted any extension of time, and insisting that "to settle the matter upon the basis of price when contract expired."

May 3, 1906, plaintiff wired—"Sell you corn in cancellation at 55½ or will extend time of shipment to May 10 without cost. Unless we receive reply will buy in corn at opening of market tomorrow."

May 4, 1906, plaintiff bought the corn at 55½ in cancellation, and so wired. This established the loss on the contract at 17:28 bu. Mixed corn at 9½c difference—\$1.60; commission ½, .08, a total of \$1.68.

3,105:10 bu. mixed corn at 8½c difference—\$267.83; commission ½, \$15.33, \$283.36 or a grand total of \$285.04.

May 7, 1906, defendant remits \$101.18, he basing such on what market was April 7, 1906. This leaves a balance due of \$183.86. In their pleadings however they claim \$137.55 only, and is apparently a balance due on account that has not been regularly balanced, and as defendant has not objected to this amount, your committee are using \$137.55 as the amount in dispute.

Defendant has shown that he was aware that the contract was not closed on May 2, 1906, by his wire of that date, and further shows by letter, same date, by insisting that settlement revert back to April 7, when contract expired, yet April 10, 1906, he called for the 30 day extension, which was granted.

Our conclusion is that there is due the plaintiff \$137.55 by the defendant, which he should pay; and that the defendant pay the cost of arbitration.

Signed, Adolph Gerstenberg, W. T. McCray, C. B. Jenkins, Committee of Arbitration, Grain Dealers National Ass'n.

March 25, 1907.

Inspectors who receive the fees as compensation will involuntarily pass inferior grain for the exporter who has a large volume of business and pays a large amount of fees. Inspectors should receive a salary and be absolutely independent of the patrons of their department.

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Let me send you catalog and prices.

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Grain Carriers

Forty-five bulk freighters are to be launched this season on the great lakes.

Surveys are being made for the Kentucky North & South R. R. between Fulton, Ky., opposite Portsmouth, O., to Bristol, Tenn.

Contracts will soon be let for the construction of the Indianapolis, Logansport & Chicago R. R. between Logansport and Indianapolis.

The Booth Line steamer Boniface put into Hamilton, Bermuda, May 30, with part of the cargo of 850 tons of corn and 9,500 bales of cotton burning.

An act of the Texas legislature which goes into effect July 1 makes it the duty of the railroad commission of Texas to establish reciprocal demurrage regulations.

The Georgia Railroad Commission has recently approved three claims by shippers for demurrage on account of failure to furnish cars after application has been made as provided by law.

The Pacific line of the Chicago, Milwaukee & St. Paul will be completed to Butte, Mont., by January, says Pres. Earling. The distance from Glenham, S. D., to Butte is 731 miles.

The steamer Rappahannock was seized at Buffalo, N. Y., recently on a claim for \$6,000 on account of the delivery of 11,713 bus. of grain in a damaged condition at the Northern Elevator. The Northern Elevator Co. of Canada is the plaintiff.

The Union Pacific Railroad has announced that it will grant the elevation allowance of 34-cent per bu. to any elevator at Kansas City, Omaha or Council Bluffs, on grain out of Union Pacific cars, if the service is performed within 48 hours.

Executive traffic officials of western roads are still considering the transfer charge on grain, with a view to agreeing on the maximum price to be paid, probably considerably less than the 34-cent permitted by the Interstate Commerce Commission.

A shingle manufacturer, who could not get a box car, loaded a refrigerator car with shingles, and later received a bill of \$6 for icing charges. Was transportation so slow on this line that the train crew feared the lumber would decay before reaching destination?

Captain Wm. H. Wallace is at the head of a new corporation which will conduct a regular freight service on the Illinois & Michigan Canal. Fast boats are to be built to ply between Chicago and St. Louis. A number of new canal boats are to be built and old ones overhauled.

The new line from Aneta to Devils Lake, N. D., has been completed and regular train service will soon be installed, which will greatly aid the elevator companies along this line to get rid of their stock of grain held up so long on account of lack of railroad facilities.—The Olsgard Elevator Co.

The National Ass'n of Car Service Managers, at its annual meeting May 28, 29 and 30, voted to submit to the various car service ass'ns of the country a proposition to make 48 hours the maximum free time for unloading or loading and 24 hours the maximum free time for

reconsignment, expecting that the proposition will be indorsed by the American Ry. Ass'n at its meeting on Oct. 23.

While floating down the Mississippi River recently, Herbert Knox Smith, one of the Inland Waterways Commissioners, carefully noted the character of all boats passing. He says he saw that the government boats engaged in river improvement numbered two to every one engaged in commerce.

A car shortage complaint was heard by the Interstate Commerce Commission May 22, in which the Laning-Harris Coal & Grain Co., of Kansas City asks for \$3,800 damages, alleging that from Oct. 5, 1906, to Apr. 10, 1907, only 32 cars were furnished for the shipment of hay from Quapaw, I. T., to Kansas City, tho applications were made daily and 1,900 tons was on hand in bales.

Heavy shortages are occurring on grain cargoes from Fort William elevators unloaded at Buffalo. On May 20 the steamer Uranus with oats was short 1,352 bus., and on the same date the Gilchrist was short 861 bus. The biggest shortage in proportion to cargo during the month was suffered by the steamer Plankinton, 1,964 bus., on a cargo of 98,075 bus.

Without previous understanding with the uniform bill of lading committee of carriers and shippers the Interstate Commerce Commission on May 28 issued a circular giving notice that on June 15 a hearing will be given at the office of the Commission at Washington on the general questions of liability arising out of the two last paragraphs of Sec. 20 of the amended act. Scarcely anything seems to have been accomplished by the many meetings held by the representatives of the carriers and the shippers with regard to the uniform B/L; and this action by the Interstate Commission is likely to settle the question for good.

Next winter the country will be confronted with the same defective and insufficient service which was given by the transportation companies last winter. There is not a line in the country that has adequate equipment. Some evils have been remedied by agitation and legislative enactment. Discrimination between individual shippers has largely ceased, but there is still great discrimination as between different points. Certain towns are favored at the expense of their competitors. That will be adjusted in time, but meanwhile the worst of the hardships is that of poor service.—C. C. McChord, Railroad Commissioner of Kentucky.

The Missouri Valley Car Service Bureau has made a practice of refunding, waiving or canceling car service charges; and has asked an opinion of the Interstate Commerce Commission on its legality. The refunds have been made on account of consignee's unavoidable delay in unloading. The Commission replied that all such refunds are unlawful. "One man's appliance may be a derrick and another man's a wagon. Who is to decide that the one shall have exemption under the rule and the other shall not? Under paragraph (d), who is to say that the inclemency of the weather was or was not such as to entitle the consignee to exemption? How can any person decide that question and keep free from charges of discrimination?"

After the hearing by Interstate Commerce Commissioner J. S. Harlan at Evansville, Ind., May 27, on the complaint by Harsh Bros. Grain Co., A. Wal-

ler & Co. and Waller, Young & Co. against the Illinois Central for its advance of 4 cents in the rate on grain from Morganfield, Henshaw and other interior points without a corresponding increase from Henderson and Uniontown, the Illinois Central offered to reduce its rates one cent out of Evansville, Uniontown and Henderson, and this proposition was accepted. The grain rate schedule which went into effect June 1 calls for an advance of one cent in the rate from points north of the Ohio River thru river crossings to the Southeastern territory.

The principle of reciprocal demurrage is apparently a fair one. It is apparently just if the railroad company charges you a certain sum per diem for failure to unload its car that this company should pay you a certain amount per diem for failure to provide a car. It also seems reasonable to require that when that car is once loaded it shall be transported at not less than a certain rate of speed to its destination, and there promptly delivered to the consignee. Such laws may, and perhaps have, produced good results as applied to traffic within a single state; but it must be remembered that their effect is probably to provide cars for state traffic at the expense of interstate traffic. I have never been able to convince myself that they were just to the railway or would prove in actual experience of much practical benefit.—Charles A. Proudy, Interstate Commerce Commissioner, before the National Manufacturers Ass'n.

Interstate Commerce Commissioner Franklin K. Lane on June 5 gave an opinion on thru rates to the effect that practically all the railroads of the United States are united as parts of thru routes over which thru rates exist, even where no thru rates have been established. Commissioner Lane says: "There may be thru routes without joint rates. A joint rate is simply a thru rate, every part of which has been made by express agreement between the carriers making the thru route. The joint rate is a rate over a thru route; but it is not the only thru rate recognized by the act and the decisions. Thru carriage implies a thru rate. This is equally true whether the thru rate be published as a whole by the joint action of the connecting carriers, or, in the absence of a joint arrangement, be published in portions by the several carriers. The route being one, a contract for a service over it is a contract for a single service, all the terms of which must be fixed at one and the same time; that is, at the time of the making of the contract for the service."



Wheat Does Gymnastic Feats.—Indianapolis News.

Supply Trade

I am now located at Enid, Okla., and am in shape to serve old and new customers.—C. A. Lowe.

The Durable Wire Rope Co. has issued its annual May catalogue describing elevator, hoisting, shovel and transmission ropes.

Fairbanks, Morse & Co. have opened an office in Wichita, Kan., which will handle all business tributary to city, and in western Kansas.

The Chicago Car Seal & Mfg. Co. has increased its capitalization from \$50,000 to \$75,000 and changed its name to Chicago Car Seal Co.

A grain envelope for mailing samples is handled by J. L. Thompson that is easy to close, convenient to open, and made of good material for a reasonable price.

The street car line has been extended to the factory of the N. P. Bowsher Co. at South Bend, Ind., and customers who visit same will find it now easy to reach quickly.

Business insurance is as necessary as protection against fire, accident and death. Wise advertising not only means present profit but is an endowment policy that cares for the time to come.—Mahin's Messenger.

The Foos Gas Engine Co. reports this is the most successful business year it has ever had. In order to keep up with orders received for engines it has been necessary to place many orders for castings outside of the factory.

No business was ever advertised so extensively that it would carry itself by the momentum it had attained. The fastest express train stops after a while if the steam is cut off—unless it is going down hill all the way.—Class Advertising.

The Chicago Belt Conveyor Co. has just incorporated with a capital stock of \$25,000. The company will manufacture belt conveying machinery and other mechanical appliances. The incorporators are John C. Buckbee, Frank L. Belknap, and Albert H. Graves.

After a discouraging series of delays occasioned by fire and water Mgr. Simpkins has gotten the sales rooms of the Standard Scale & Supply Co. in ship shape order and he is ready to meet all prospective scale purchasers in a neat office re-equipped for the purpose.

The business of W. A. Jones Foundry & Machine Co. has outgrown its present quarters and Mr. Jones is looking for a place to move, not more than forty miles from the city where he will have at least ten acres of land, for his buildings. The present factory is located on an acre and a half of ground, and the buildings are now so cramped that expansion is impossible.

"Pigs are pigs" alright, but rats are ruinous. According to a recent government report, a single pair of rats breeding without check and loss by death would in three years be represented by ten generations and would number 20,155,392 rodents. The eleventh generation due at the beginning of the fourth year would number over 100,000,000. Grain dealers should use modern methods to exterminate the pests. If the

grain destroyed every year by these rodents was saved, and the profits thereon devoted to pleasure every grain dealer in the country could have a vacation occasionally. The Pasteur Vaccine Co. of Paris, represented in Chicago, manufactures a poisonless exterminator that the dealer will do well to test.

A little boy was presented with a bantam hen which soon became his joy and pride. However when it laid such small eggs he was bitterly disappointed, so he secured an ostrich egg, and suspended it in the hen house. He wrote on the ostrich egg, "Keep your eye on this and do the best you can." Hurrah for the boy. He had faith in a well displayed ad. It wud surprise even you to see what it can do.

The Richardson Scale Co. has incorporated in Illinois with a capitalization of \$2,500. The incorporators are Henry Richardson, Herbert E. Godfrey, and Stanley G. Murray. Wm. Smith who has been manager of the Chicago office has resigned his position to take up work in the sales department of the company, and W. N. Goodman who is a mechanical engineer has taken his place. The Chicago headquarters of the company will continue to be in the Rector bldg.

The engineer who keeps his boiler in good shape knows what a disagreeable task it is to wriggle into a manhole, scrape the tubes, and crawl out again. To save time and trouble boiler compound was prepared, and Davey & Company are among the successful manufacturers of it. This company makes both a liquid and dry compound either of which may be advantageously used in water that is extremely hard. It's function is to dissolve the minerals that form scales on the boiler tubes. Both compounds are sold by the pound.

The U. S. Grain Purifier Co. of Earl Park, Ind., has succeeded Caldwell & Barr. The new company has acquired by purchase all of the U. S. patents (three in number), heretofore controlled by the American Grain Purifier Constructing Co., and all of the patents (seven in number), covering the Caldwell-Barr Grain Purifiers and process for purifying grain, and the company now controls every U. S. patent issued by the U. S. Government, covering the process of purifying grain with sulphur gas. The purifying of oats and barley for the removal of must and smut odors, and weather and water stains, is now carried on quite extensively by terminal and country elevators, with much profit to the operators. Grain men who are desirous of increasing the earning capacity of their plants at a small cost, will do well to investigate the merits of a purifying system, as installed by the U. S. Grain Purifier Co.

Denatured alcohol is made in Greece out of currants, reports Consul George Horton of Athens. The leading distiller, a company organized last year, manufactures 8,000 lbs. daily of alcohol, and has 100,000 tons of currants to work upon.

The facilities for getting cars in all parts of the country, "and getting them when you want them," has caused the grain dealer much annoyance, and in many cases a loss. Your remedy is to have ample storage, where you can take care of your grain in all emergencies. You will say you cannot afford to have space laying idle part of the time, but is it not better to have the space than to be unable to take care of your patrons and also to be able to protect yourself when cars are scarce?—The Seckner Company.

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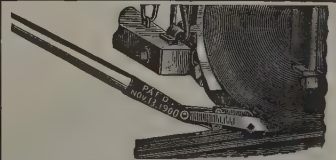
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OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

Second Meeting of Uniform Grade Congress Called.

The cause of Uniform rules for grading grain continues to gain friends and if shippers are alive to their own interests uniformity will soon be a reality.

Secy. Courcier of the National Ass'n has issued a call from which we take the following:

"In pursuance of a resolution adopted at the first Uniform Grade Congress, and at the direction of President England, we have arranged to call the second Uniform Grade Congress to meet at Chicago, Ill., Thursday morning, June 20, 1907—headquarters to be announced later.

"Since the adjournment of the first congress, a sufficient number of exchanges and state departments have signified their willingness to accept the proposed grades of grain, and the objections of those who have not done so, are so few in number and of such character, as to warrant us in believing that, within a short time, the second congress will be able unanimously to adopt a set of grades of grain that will be acceptable to all concerned, and to agree upon a uniform date for putting them into effect."

The corn root aphid greatly resembles the green bug and some seasons is nearly as destructive to corn as the *Toxoptera graminum* is to oats and wheat in the southern states.



Albert Dickinson Co.'s New 650,000 Steel Elevator.

A 650,000 Bushel Steel Elevator

The steel elevator recently completed for the Albert Dickinson Co. at Minneapolis is a potential example of modern constructive genius, illustrating the adaptability of the latest and best machinery for quickly handling enormous quantities of grain. The interesting part of the plant are the steel working house, the conveyor gallery, and the steel framed trippers illustrated herewith.

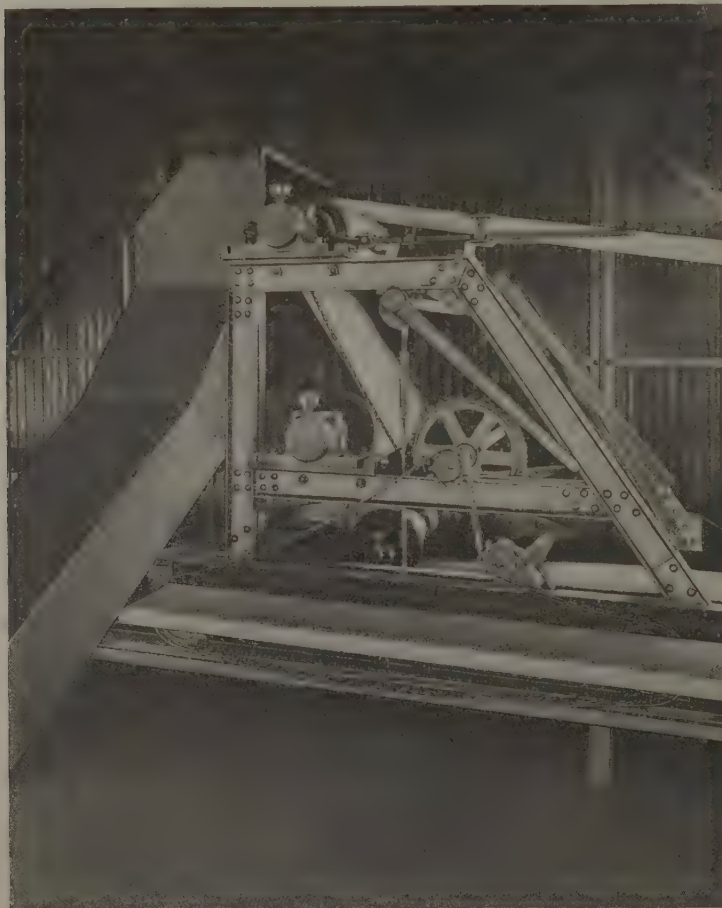
There are twenty bins, which with the twelve spaces between them, have a total storage capacity for 650,000 bus. of grain. Twelve of the bins are 15 ft. 4 in. in diameter and 80 ft. deep, while the remaining eight are 32 ft. in diameter and 80 ft. high. Underneath them are two conveyor tunnels with 30 in. belt conveyors. A conveyor belt in a temporary frame gallery runs from the elevator to a large warehouse 700 ft. away. As this conveyor is reversible grain may be transferred from one house to the other, either way.

When grain is first taken into the elevator it is received in a small wooden tower at the further end of the plant, as shown in the illustration. The tower is equipped with a leg, hopper scales, car puller, and all necessary machinery for the reception and conveying of grain into the desired bins.

In the spacious gallery above the tanks, which is thirty feet wide and the entire length of the elevator are two thirty inch conveyor belts, and two steel framed trippers, self propelling and reversible.

Electricity is the sole motive power in the elevator. Individual motors are attached to each conveyor and to various machines thruout the structure.

A barley famine in Mexico recently demonstrated lack of storage facilities and capitalists therefore have made arrangements to erect at Mexico City, the first large storage elevator in the republic. The elevator will cost \$400,000 and will have a capacity of 200,000 bu.



Belt Tripper in Albert Dickinson Co.'s New Steel Elevator.

Changes in Grain Rates.

The *Traffic Bulletin* in its issue of May 25 announced the filing of 67 grain tariffs with the Interstate Commerce Commission. Among them are:

A. T. & S. Fe, grain and grain products, between points in Kan., Colo., Okla., and points in Kan., Ill., and Miss. river points; effective June 18.

A. T. & S. Fe, grain and grain products, from St. Louis, Kansas City and Chicago to points in Texas; effective June 17.

C. B. & Q., grain and grain products, from points in Ill. to Cairo, Evansville and Louisville; effective June 22.

C. C. C. & St. L., grain and grain products from points in Ill., Ohio and Ind. to points in Mich., Ohio and Ind.; effective June 18.

C. C. C. & St. L., grain and grain products, from Chicago 11c; East St. Louis, Granite City and Venice, Ill., 13½c; Peoria and Peoria, 12½c to Buffalo, Pittsburgh, Wheeling and points taking same rates; effective June 20.

L. & N., grain, carload, from East St. Louis to Owensboro, Ky., 6c; effective June 19.

In its issue of June 1 the *Traffic Bulletin* announced the filing of 65 grain tariffs with the Interstate Commerce Commission. A few of them are:

A. T. & S. Fe, grain products, C. L., from Kansas City, St. Joseph, Atchison and Leavenworth to points in Ia., Ill., Minn., Mo., Wis.; effective July 1.

C. & A., wheat, from Kansas City to St. Paul, Minneapolis and Minn. Transfer, 12c; to Chicago to be milled in transit at Minneapolis, 19.5c; effective July 1.

C. C. C. & St. L., grain and its products, from points in Ill., to Terre Haute; effective July 9.

C. C. C. & St. L., grain and its products, from East St. Louis, 12.5c; St. Louis, 13c, to Ashland and Ironton; effective June 27.

C. & E. I., corn cobs, from stations on C. & E. I. in Ill. and Ind. to Terre Haute; effective July 5.

C. I. & L., flaxseed, from Chicago, Englewood and Hammond, Ind. to Allegheny, Pa., and Buffalo, N. Y., 12c;

Cleveland, 9.5c; Dayton, 6c and Toledo, 7.5c; effective July 1.

C. M. & St. P., grain screenings, from St. Paul, Minneapolis or Minnesota Transfer to Owensboro, Ky., 15.5c.

Mo. P., corn, from Salina, Kan., to Durant, I. T., 23.5c; wheat, from Salina, Kan., to Durant, I. T., 26c; effective June 30.

The Corn Exposition to be held in the Coliseum at Chicago October 5 to 19 will cost over \$100,000. The major item of expense will be for decoration. Local decorators are planning color schemes for this wonderland of corn that will be pleasing and instructive. In the corn kitchen the alpha and omega of corn dainties will be served to visitors. The primary object of the exposition is educational. According to Clarence A. Shamel, general manager of the exposition, if one kernel can be added to each ear of corn raised in this country it will mean \$1,620,000 to the farmers. If one additional bushel to the acre can be produced it would mean \$42,000,000 and if the farmers can raise 5 bu. to the acre more it means the remarkable sum of \$215,000,000 would be added to their income.

The green bug gives birth to about 40 offspring; the parasitic bee which we are distributing produces 100 to 500 offspring. The bee drills a hole in the body of each green bug, laying an egg therein, which hatches, devours the green bug, and emerges as a new generation of parasite to continue the work. From this you can see that under favorable conditions the parasite can annihilate the green bugs. We are now shipping from Enid, Oklahoma, large quantities of parasitized green bugs, to be distributed in Kansas wheat fields. From these bugs, in 3 to 5 days parasitic bees emerge to feed on the healthy green bugs. The department is receiving 125 to 150 letters daily, chiefly requests for parasitic bees. The beneficial results of this work will not cease with the present season, but these bees will be established permanently to prey on the green bugs, should they appear in later years.—Professor S. J. Hunter, University of Kansas.

Jupiter Transmission Rope

A marine-covered wire rope. Reliability of Manilla Rope, Strength of Wire Rope. Wonderful transmitting power.

SPECIAL GRAIN SHOVEL ROPE
A customer says: "If your shovel rope ever wears out, we will order some more."

DURABLE WIRE ROPE CO.
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Send for printed matter

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Manufacturing Chemist Penn Yan, N. Y.

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories

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Is more extensively used by Grain and Provision Dealers

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.

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GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.



Conveyor Gallery in Albert Dickinson Co's New Steel Elevator.

Political Grain Inspection Departments.

Grain dealers everywhere are disgusted with the wide variation in rubber rules turned out by the different bodies making grain inspection rules and completely out of patience with inspectors' unreliable grading. If the shippers and receivers will join hands in an earnest effort to establish and rigidly maintain uniform rules governing the grading of grain we can have some hope of the classifying of grain by inspectors becoming a service of value to the entire trade.

Political inspection departments never have been and cannot be expected to be run for the purpose of correctly grading grain altho some inspectors strive earnestly to please the trade as well as their political friends. The history of state grain inspection departments of Illinois, Missouri, Kansas and Washington shows most emphatically that the departments are run first to gratify the demands of the hungry horde of henchmen. The grading of grain is merely incidental and indulged in solely for the purpose of taxing the grain trade enough to keep the machine going and supplying funds to the workers. That the members of the grain trade enjoy being robbed in this genteel manner is shown by their apathetic toleration of the political inspection departments which are not justified by the state constitutional provisions for health and police regulations.

Firm believers in the advantages of political inspection should peruse the following from the *Chicago Evening Journal* of May 29th:

GRAIN GRAFT SHOWN.

Scrutiny of State Inspector's Office Reveals How Public Funds Were Used in Politics—Cowen's Hotel Bills a Tax—Expenses Incurred in Yates Campaign Charged to Treasury—Deneen Sponsor for Accused Official.

Scandalous conditions, reproducing old Yates slush fund days, have been discovered by auditors now at work on the books of the state grain inspection office, sent there as a result of repeated charges made to Gov. Deneen against W. Scott Cowen, chief grain inspector.

At a huge expense to the state, the office has been used by Cowen as a political headquarters. Large hotel bills have been run up at the Great Northern hotel and paid out of the state's funds. Telephone and telegraph tolls to help out Richard Yates' last campaign were defrayed, it is charged, with public money.

Costly junkets out of town were enjoyed by the chief inspector and the expense bill turned over to the cashier of his office, with his own O K upon them, and made good out of the fees taken in for official inspection in Chicago's great grain mart.

Interest on Funds Appropriated.

The interest on a balance in the banks averaging \$60,000 daily, it is declared, has been pocketed by the Carroll county leader, to whom Yates delivered the grain office immediately after the Republican convention in 1904, as a means of revenge on Joe Bidwill, who had encountered the wrath of the Yates-Deneen organization by supporting Frank O. Lowden for governor.

The auditors, who are under the supervision of Frank Whipp, Gov. Deneen's official auditor for state institutions, have been at work now several weeks. Their work has been conducted secretly, and reports are made only to the governor.

As Cowen, who held office under Deneen for two years as a result of the Yates-Deneen deal, has now become a full-fledged Deneen man, and is depended on by the governor to deliver Carroll county and the rest of Frank O. Lowden's congressional district to the Deneen candidate for governor in the next state convention, the prospects for a full report from the auditors even getting to the public are very slight.

Controls Huge Patronage.

All the state patronage in his congressional district, comprising the counties of Carroll, Whiteside, Ogle, Lee, Jo Daviess and Stephenson, has been delivered to

Cowen, who is said to have thirty appointments on the state pay roll.

W. Scott Cowen is a farmer living in the little town of Shannon in Carroll county. Coming into the grain office as an outspoken advocate of Yates' slush fund methods, relying on the state convention deal for "methods," he is declared to have lived up in manner truly grand dual to his motto that public office is a private clinch.

The grain inspector is under the state board of railroad and warehouse commissioners. At the head of this board, until recently, was Arthur L. French, treasurer of the Yates slush fund in the old days. The grain office is supported by inspection fees. There was usually a balance of \$60,000 to the credit of the office formerly deposited in the Corn Exchange National Bank, but recently transferred to the Central Trust Company, which is presided over by Gov. Deneen's friend, Charles E. Dawes, and which now has custody of a large share of state money.

Money Easy for Cowen.

Cowen used to get monthly from the Corn Exchange bank a cashier's draft which is said to have represented 2 per cent interest on the average balance. This, as the custom was with old slush fund officials, he pocketed, and it increased his \$3,500 salary substantially.

He found that the easy going rules made by his friends on the railroad and warehouse commission allowed the chief inspector, if he happened to be an out-of-town man, to send his hotel bills to the grain office for payment.

Why the chief inspector of grain in Chicago should be a Carroll county man has never been explained. Yates appointed Cowen to succeed Joe Bidwill because he didn't have a Chicago friend that he wanted to put in such a fat job, and Gov. Deneen has continued him in office despite protests by Chicago Republicans that it was out of all reason to give the place to a down state man.

Hotel Bills Paid by State.

Mr. Cowen has not found it necessary to pay much attention to his official duties. Employees of his office say he spends about two days a week at his desk. But he keeps a room in the Great Northern hotel permanently, and is generally to be found there five days a week, glad to meet any political friends who happen in and to entertain them well. What this costs the state is shown by the following bills paid by the cashier of the grain office on Cowen's O K in the last two years:

1905—	
February	\$ 92.49
March	50.02
April	78.94
June	102.30
September	155.26
October	72.85
December 1	173.41
1906—	
December 4 to February 3	\$193.94
February 6 to 21	43.81
April	97.68
June	112.31
September	96.12
October	84.85
December	112.80

At the same time the cashier of the grain office was paying Mr. Cowen \$20 a month for the board of a horse. Where this horse was nobody knows. It may have been down in Carroll county; employees of the grain office are certain it wasn't in Chicago.

Autos and Cab Rides Free. When Cowen wanted to go out he hired a cab or an automobile. Bills for these services were frequently turned in to the cashier. In January, 1906, a \$5 cab bill was paid, and in May a \$10 automobile bill and a \$2 cab bill were defrayed. All the time the state was paying \$20 for Mr. Cowen's mysterious horse. Bills for horse board at \$20 a month for thirty-one months have been found on the office books.

One of the most enjoyable features of Mr. Cowen's service has been the frequent trips out of the city at state expense, to study "inspection methods" in other cities. The most expensive of these trips was taken in June, 1906. It lasted six days and cost \$300. Buffalo and New York city were the destinations given in Mr. Cowen's expense bill. He had two guests along, and most of the time was spent in New York city, where, to judge by the accounts of the trip which Mr. Cowen gave his inspecting force on his return, Coney Island received most of the party's attention. At \$50 a day, Coney was inspected pretty thoroughly.

Railroad transportation for all his journeys was furnished Mr. Cowen either by the state or by the railroad companies, who were never known to refuse the request of the railroad and warehouse commission for favors. In May, 1905, a trip to Minneapolis cost the state \$43.15, a trip to Des Moines the same month cost \$19. In June, besides the Coney Island junket, there was a trip to Decatur, which set the grain office treasury back to the extent of \$38.90.

Time Devoted to Politics.

As the chief political representative of Richard Yates, Mr. Cowen has been compelled to devote most of his time to politics, and the books of his office show when times were most strenuous in the political arena. Immediately after the state campaign in 1904, when there was a lot of correspondence to clean up in connection with the Yates crowd, a Miss Gregory, a stenographer who had been employed in state Republican headquarters, was sent to Cowen's office and worked there for a month and a half on political correspondence. She was paid \$75 a month out of the state funds.

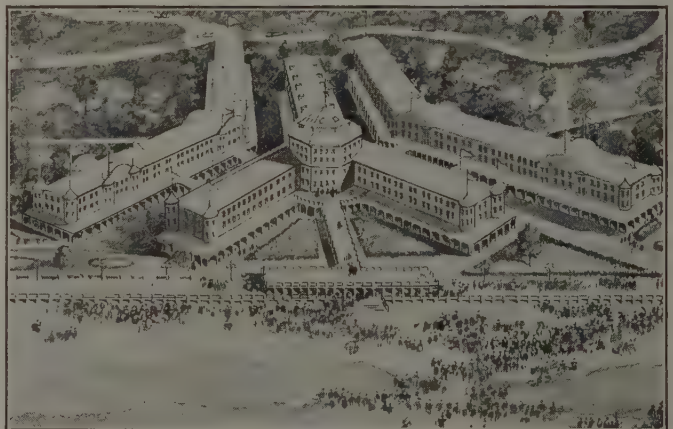
Cowen's telephone and telegraph bills fluctuated this way:

June, 1906—Phone, \$12; telegraph, \$13.
July, 1906—Phone, \$9; telegraph, \$13.
August, 1906—Telegraph, \$8.
September, 1906—Telegraph, \$6.
October, 1906—Telegraph, \$12.
November, 1906—Telegraph, \$5.
December, 1906—Phone, \$9.

The Yates-Cullom campaign began early in the spring of 1906, was at its height in June and there was considerable flurrying in Yates circles up to December. The phone and telegraph bills, which office employees say were practically all for private service, show that Mr. Cowen was busy in Yates' behalf.

Another entry on the books indicates

Ohio Grain Dealers Will Meet June 26, 27 at



Breakers Hotel, Cedar Point, near Sandusky, O.

political activity as early as March, 1905, when Mr. Cowen subscribed to press clipping bureaus for clippings on political topics and had bills for the service amounting to \$15 paid by the office.

Salary Raised by Deneen.
There was a sudden shift in Cowen's methods about Feb. 1 this year, shortly before the new railroad and warehouse commissioners took office. Arthur L. French, before retiring, went to Gov. Deneen and suggested, according to Chicago reports, that as the new board might embarrass Mr. Cowen by insisting on detailed expense accounts, vouchers, etc., it might be well to increase his salary and eliminate the hotel bills and horse hire. Gov. Deneen accepted the suggestion and Cowen's salary was increased to \$4,200 a year.

The chief inspector of grain had been paid \$3,500 for thirty years, but Cowen is now enjoying the new pay, and it is understood in his office that he no longer can charge horse board and hotel expenses to the state.

Grain Production in the Canadian Northwest.

The Canadian Northwest, as understood by the grain trade, comprises the three provinces of Manitoba, Alberta, and Saskatchewan, which produce practically the total commercial grain crop of north-western Canada.

The remarkable growth of the grain production of this section in recent years has attracted widespread interest, and the small proportion of the area at present cultivated as compared with the area capable of cultivation gives promise of even greater development in the future.

Wheat, oats, and barley, in the order named, are the most important crops of this region, but flax, rye, and speltz are also cultivated.

In the eight years since 1898, the earliest year for which we have data for the separate provinces, the wheat acreage in the three provinces has increased 180.5 per cent. Manitoba shows the greatest absolute gain during this period, 1,653,305 acres, against 1,454,333 acres in Saskatchewan and 133,279 in Alberta; but, relatively, the growth in Saskatchewan and Alberta has been much greater, the percentage of increase being as follows: Saskatchewan, 526 per cent; Alberta, 425 per cent; and Manitoba, 111 per cent.

The growth of the area under oats and barley during this period is not less striking. In Manitoba the oats acreage increased 125 per cent, that under barley 200 per cent; in Saskatchewan oats gained 864 per cent and barley 539 per cent;

and in Alberta the gain was 766 per cent and 744 per cent, respectively.

In the two provinces first named wheat is of preponderating importance, the acreage under this crop in 1906 representing in Manitoba 65.5 per cent of the total grain area and in Saskatchewan 69.2 per cent. In Alberta oats are the more important crop, the acreage in 1906 representing 58.1 per cent of the total grain area, while wheat represented but 28.3 per cent. The growth of the wheat area, however, was relatively much greater, the percentage of increase being 53.1 per cent as against 39 per cent for oats.

It is interesting to note that flax shows the same tendency to move westward that has been observed in the United States. While the acreage in Saskatchewan and Alberta, especially the latter, shows large gains every year, the area under this crop in the older province of Manitoba has begun to decline, the downward tendency being first manifested in 1904.—*Government Crop Reporter.*

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to June 1 have been 228,161,000 bus.; compared with 220,495,000 bus. for the corresponding period of 1905-06.

Corn receipts for the present crop year have been 184,557,800 bus., compared with 169,658,000 bus. for the corresponding period of 1905-06.

Now a Kansan has discovered that the green bug travels only when the south wind blows. According to observation, when southern zephyrs blow the bug arises and floats north until it comes in contact with a north wind, then drops to earth until the next breeze blows north.

The executive board of the National Corn Exposition, to be held at Chicago Oct. 5 to 19, has created a special premiums committee consisting of Richards S. Thain, chairman; Charles A. Stevens, Lindsay T. Woodcock, Alexander H. Revell and Elmer E. Critchfield. The committee will obtain contributions of farm machinery, tools, implements and merchandise to be offered as special premiums to farmers, their wives and daughters, who make meritorious exhibits of corn at the exposition.

LITTLE GIANT

WAGON DUMP AND GRAIN ELEVATOR

Largest capacity, simplest construction, oldest on market. Elevates to any height, conveys to any point.

THE LITTLE GIANT

is the one that made all Dumps popular.

Kingdon & Kingdon write: "Out of nearly 100 Little Giants that we have placed we have yet to hear of one dissatisfied customer."

Write to-day for Catalog and full particulars.

PORTABLE ELEVATOR MFG. CO.

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DEAR BROTHER GRAIN DEALER:—

You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

FRED W. KENNEDY,
Shelbyville, Ind.

Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linea Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

ANNOUNCEMENT

We, the undersigned, have engaged in the Grain Brokerage business under the firm name of

J. O. LINEBARGER & CO.

at 253-261 LA SALLE STREET

(Opposite Chicago Board of Trade)

Orders for future delivery of grain and provisions will have our personal attention. We solicit your patronage.

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Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks.

The book is 9½x12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle St., CHICAGO, ILL.

Supreme Court Decisions

A stockbroker, failing to obey the orders of a customer regarding the sale of stocks, is liable only for the actual loss which the customer sustains by reason of such failure.—*King v. Zell & Merceret*. Court of Appeals of Maryland. 66 Atl. 279.

Non Member's Use of Quotations.—A person not a member of plaintiff corporation, and not entitled to make use of its quotations, may be restrained from wrongfully and unlawfully obtaining the same. —*Chamber of Commerce of Minneapolis v. Wells*. Supreme Court of Minnesota. 111 N. W. Rep. 157.

Incomplete Delivery of Freight.—Where a carrier fails to deliver a part of a shipment of freight, and the part not delivered is necessary to make the whole shipment effective, it is a failure to deliver the whole. —*McKerall & Murchison v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 56 S. E. 955.

A demurrage charge of \$1 per day for the time a car loaded with hay remains standing on the tracks of a railroad company before being unloaded, after the first 96 hours, deducting holidays, Sundays, and rainy days, held not unreasonable.—*Michle v. New York, N. H. & H. R. Co.* Circuit Court, D. Massachusetts. 151 Fed. 694.

Market Reports Admissible.—Standard price lists and market reports shown to be in general circulation and relied on by the commercial world and by those engaged in the trade are admissible as evidence of market values of articles of trade. —*St. Louis & S. F. R. Co. v. Pearce*. Supreme Court of Arkansas. 101 S. W. 760.

Telegraf Delay.—On delay in delivery of a telegram whereby the sender was unable to purchase certain goods, the probable profits that the purchaser might have made if he could have bought the goods were too conjectural to be a ground for recovery. —*Bird v. Western Union Telegraf Co.* Supreme Court of South Carolina. 56 S. E. 973.

Offer to Sell Seed.—A memorandum of an offer to sell seed, subscribed by the seller only, is sufficient to satisfy the statute of frauds, requiring a memorandum of a contract to be made in writing and subscribed by the party to be charged, as to the party subscribing it, and against whom the action is brought. —*Bailey et al. v. Lelshman*. Supreme Court of Utah. 89 Pac. 78.

Delivery Without Indorsement of B/L.—Where a director of a corporation to which goods had been consigned got possession of the unindorsed B/L and induced the carrier to deliver the goods to him without authority, which he converted to his own use, the carrier was liable for misdelivery. —*Cane Belt R. Co. v. Peden Iron & Steel Co.* Court of Civil Appeals of Texas. 101 S. W. 523.

Futures — Intention to Deliver.—Where defendant was sued upon written contracts for the sale of cotton, to defeat them for illegality, he could show there was no intention on the part of either party to make actual delivery of the cotton; the rule that plaintiff can recover, if he can make out his case without proving the illegality of his contract, not applying. —*Smith v. Bowen*. Court of Civil Appeals of Texas. 100 S. W. 796.

Consignee Only has Right to Sue for Delay.—Revisal 1905, Sec. 2632, declares that it shall be unlawful for any railroad company to neglect to transport freight within a reasonable time to or from any place in the state, and for a violation of the duty imposed a penalty is given "to the party aggrieved." In an action to recover the penalty by the consignors of a shipment of hay, one of the plaintiffs testified that

the consignees were anxious for the hay, and that they paid in full for it after delivery. Held, that the consignees, and not the consignors, were the parties aggrieved, within the statute, and that the consignors were without right to sue for the delay. —*Stone & Co. v. Atlantic Coast Line Ry. Co.* Supreme Court of North Carolina. 56 S. E. 932.

Validity of Texas Demurrage Law.—Rev. St. 1895, arts. 4497-4502, as amended by Acts 1899, p. 67, c. 48, imposing a penalty and damages on common carriers for failure to provide cars for the shipment of stock within a certain number of days after demand, while invalid in so far as it related to interstate commerce, was nevertheless valid as a regulation of intrastate commerce. —*Allen v. Texas & P. Ry. Co.* Supreme Court of Texas. 101 S. W. 792.

Exchange Quotations.—The effect of testimony in a suit by the New York Cotton Exchange to enjoin the defendant from receiving and using quotations of sales on such exchange, that the value of the right to control these quotations is much greater than \$2,000, is not impaired by evidence that the value of quotations of sales varies with the volume of business. —*Clarence P. Hunt, Appt. v. New York Cotton Exchange*. Supreme Court of the United States. 27 Sup. Ct. Rep. 629.

Fire Started by Locomotive.—In an action against a railroad company for burning plaintiff's buildings by sparks from one of defendant's locomotives, evidence that witnesses had seen sparks from other locomotives fall further from the track than plaintiff's buildings, on other occasions, was admissible to show that defendant's locomotives uniformly threw sparks at the grade in question. —*Big River Lead Co. v. St. Louis, I. M. & S. R. Co.*, St. Louis Court of Appeals. Missouri. 101 S. W. 636.

Negotiability of Warehouse Receipts.—Altho under Shannon's Code, Sec. 3605 (Acts 1879, p. 278, c. 236, Sec. 5), warehouse receipts are declared to be negotiable by indorsement and delivery, the same as bills of exchange and promissory notes, where it is shown that the goods represented by a warehouse receipt were obtained by fraud, the burden is on the holder of the receipt to show that it was a bona fide purchaser. —*National Bank of Commerce v. Chatfield, Woods & Co.* Supreme Court of Tennessee. 101 S. W. 765.

Samples as Evidence.—In an action for breach of a contract, whereby plaintiff's flouring mill sold to defendant "280 tons bulk No. 2 screenings (more or less) . . . to be our output" during a certain time, it was competent for defendant in order to show the character of the mill process producing the screenings, to introduce in evidence samples of the contents of the cars shipped him, and to testify that the contents were not No. 2 bulk screenings. —*Listman Mill Co. v. Miller*. Supreme Court of Wisconsin. 111 N. W. 496.

Carrier as Insurer.—The reasonable time within which a consignee after notice of the arrival of his goods at their destination is required to remove them, before the termination of the liability of the carrier as insurer, is such time as will enable one, residing in the vicinity of the place of delivery, and who is informed of the probable time of arrival of the goods and of the course of the carrier's business, to inspect and remove the goods during business hours. —*United Fruit Co. v. New York & B. Trans. Co.* Court of Appeals of Maryland. 65 Atl. 415.

Accounting for Purchases and Sales.—In an action to recover profits realized by defendant in the purchase and sale of wheat for plaintiff, the petition alleged the purchase by defendant under plaintiff's orders of 150,000 bushels of wheat on the floor of the Merchants' Exchange of St. Louis, and the subsequent sale of that quantity, but did not state the dates of purchase or sale. The answer set up various purchases and sales by defendant for plaintiff which were different from those specified in the petition, but denied the allegations of the pe-

tition. Held, that the portion of the answer setting up the purchases and sales could not be introduced in evidence by plaintiff, as he could not recover on a cause of action different from the one pleaded, and isolated portions of a pleading are not admissible where the apparent admissions of such portion are contradicted by the pleadings as a whole. —*Milliken v. Thyson Commission Co.* Supreme Court of Missouri. 100 S. W. 604.

Trade Term.—Where a sale of "Texas red rust-proof oats" was made through a broker, in a suit by the purchaser against the seller for damages alleged to have resulted from the delivery of oats of a different kind, it is competent for the broker to testify that the contract of sale was made with reference to the mutual understanding of the purchaser and broker that "Texas red rust-proof oats" included only oats raised in the state of Texas, and that no contrary understanding of this trade term was known to the trade. —*W. O. Brackett & Co. v. Americus Grocery Co.* Supreme Court of Georgia. 56 S. E. 762.

Death of Boy in Bin.—In an action for the death of a boy by being suffocated in a bin of oats, declarations of one superintending the work that he sent the boy into the bin, and that they could not find him, made to the father of the boy on his appearance at the scene of the accident, and his further statement to the boy's mother and brother on their appearance a few moments afterward that he had sent the boy into the bin to remove a board which was on the spout leading from the leading bin, were admissible as part of the res gestae. —*Meier v. Way, Johnson, Lee & Co.* Supreme Court of Iowa. 111 N. W. 420.

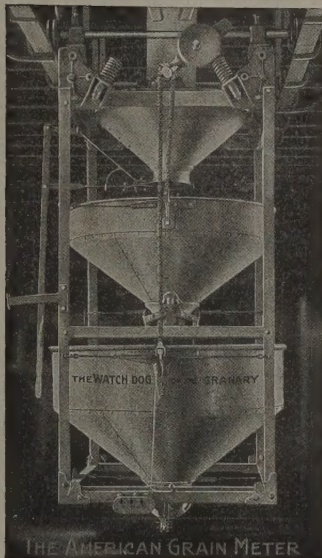
Void Limitation on Telegraf Blank.—The duty of a telegraf company, imposed by law and assumed by it, to use due care and skill in transmitting messages and in delivering a correct copy thereof, and its liability for negligence or carelessness in transmitting messages, and in delivering an incorrect copy of messages, cannot be affected by a printed provision, upon the blanks used in delivering messages to be transmitted by wire, that the company "shall not be liable for mistakes and delays in the transmission or delivery, or for nondelivery of any unrepeatable message, beyond the amount received for sending same." —*Western Union Telegraf Co. v. Milton*. Supreme Court of Florida. 43 South. 495.

Liability of Members Under Ohio Mutual Fire Insurance Law.—Rev. St. Ohio 1892, Sec. 3634, provides for the organization of mutual fire insurance companies, each subscribing member agreeing in writing to assume a liability to be named in the policy subject to call by the board of directors; a sum not less than three or more than five annual premiums, which liability shall also be agreed to in writing by each subsequent subscriber or applicant for insurance, who is not a merchant or manufacturer, and requires such companies by their by-laws and policies to fix by a uniform rule the contingent mutual liability of its members for the payment of losses and expenses, which shall cease after the expiration of the time for which a cash premium has been paid in advance except for liability incurred during that time. Section 3650 declares that every person effecting insurance in a mutual company, etc., shall be bound to pay for losses and such necessary expenses as accrue in and to the company in proportion to the original amount of his deposit note or contingent liability, etc. Held that, where a mutual insurance society was organized under such act, and its governing body failed to fix the liability of members by a uniform rule, and did not require an agreement in writing by policy holders to bear such contingent liability, a court of equity on the insolvency of the company had power to enforce assessments by its decretal orders, or by a trustee or receiver, not to exceed the statutory five annual premiums. —*Swing v. Karges Furniture Co.*, St. Louis Court of Appeals. Missouri, 100 S. W. 662.



*That's What
it is*

*It will see
that your
weights
are correct*



A FAULTLESS
AUTOMATIC WEIGHING
MACHINE

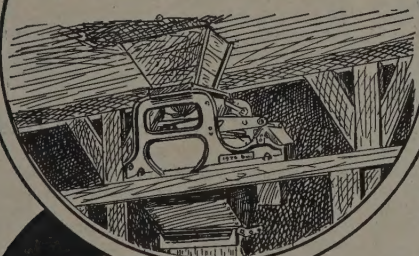
BUILT BY

**THE AMERICAN
GRAIN METER CO.**
Springfield, Ohio

BRANCHES:

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St. Louis
Kansas City
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Philadelphia
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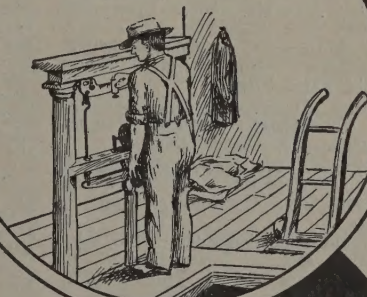
**ABSOLUTE
ACCURACY
EVERY TIME**



**WHICH
WEIGH
?**

If you are satisfied with a machine that is slow in its working and uncertain in its results; that is entirely dependant on the operator; that is wanting in any device by which a record of the weighings is retained; then this won't interest you.

**GUESS WORK
AND INACCURACY**



The Richardson Automatic Elevator Scale

Is an absolutely reliable machine that weighs automatically and every scale is fitted with a Patent Self Register which keeps a perfect record of all the material passed over the machine. It is capable of operating at great speed and the margin of error in its weights is reduced to a minimum. It does away with the labor of at least one man and it will never make mistakes which is more than can be said of any human operator. The scale is no experiment, but is spoken of with enthusiasm by our patrons all over the country. There are more than 2,000 of these machines in use and some of them have been running for over 13 years.

Don't hesitate any longer. You know perfectly well that THE BEST IS WHAT YOU WANT.

RICHARDSON SCALE COMPANY

1011 Rector Bldg., Chicago

Annex Park Row Bldg., New York

415 3rd St. S. Minneapolis



Patents Granted

Gas-Engine. No. 854,981. William F. Brehm, Rochester, Pa.

Gas-Engine. No. 854,996. Richmond Levering, New York, N. Y.

Malting Grain. No. 854,003. Karl I. Somlo, Temesvar, Austria-Hungary.

Internal-Combustion Engine. No. 855,256. Frank Morey, Scrafford, W. Va.

Radiator for Explosive-Engines. No. 855,239. James F. Faries, Decatur, Ill.

Ignition Device for Explosive-Engines.

York. The muffler comprises a tube which is open at one end and closed at the other end, a plurality of discharge orifices for the tube which decrease in effective cross-sectional area toward the closed end, and a chamber closed at one end containing a spiral passage receiving the gases from the tube.

Grain-Drier. No. 855,312. (See cut.) Joseph A. Higdon, Henderson, Ky. The drier comprises a body portion consisting of inner and outer louvered walls having a grain receiving space between them and provided with air passages leading outward, an air drum beneath the body and a spout extended thru the drum and communicating at its upper end with the lower end of the grain space. Over the air-chamber is a deflector cap for directing the material into the grain space.

Grain-Cleaner. No. 854,757. (See cut.)

tension. Means are provided for vibrating the screen and for altering the inclination of the screen with relation to the direction of the blast.

Grain-Assorter. No. 854,443. (See cut.) John K. Voorhees and John R. Voorhees, Cedar Falls, Ia. A pair of rotatable separating drums with open heads and in communication with each other have parallel longitudinally crimped peripheral slats spaced apart, their angles being inwardly directed, the interstices between the slats of one drum being narrower than the interstices between the slats of the other drum. A rotatable open headed drum has a plurality of peripheral perforations; and a rotating assorting drum has peripheral openings and assorting pockets.

Bean-Picking Machine. No. 855,432. (See cut.) George F. Crippen, Ypsilanti, Mich. Two discriminating rolls revolve toward each other to form varying angles of resistance to the passage of material between the rolls, which angles are greatest at one end of the rolls and gradually decrease toward the opposite end of the rolls to give an increasing seizing tendency. The beans are fed along the rolls by centrifugal force. A series of rolls is journaled in a swing frame, the upper roll of each pair being set above and at one side of the vertical center line of the lower roll to form one side and the bottom of a trough for the beans. Gears on the ends of the rolls transmit motion to the others of each group.

Grain-Unloading Sink for Elevators. No. 854,377. (See cut.) Finlay R. McQueen, Minneapolis, Minn. In combination with an elevator or similar structure is a plurality of tracks running along the side thereof, hoppers underlying the several tracks and lying transversely of the tracks and provided in their bottoms with discharge openings, valves for opening and closing the discharge openings, a common conveyor running transversely of the tracks and located directly under the aligned hoppers and arranged to receive the grain directly from any or all of the hoppers at the same or at different times and to deliver the grain to the elevator structure. The connected valves or gates are movable to simultaneously open and to simultaneously close the openings of the discharge hoppers.

Cuban and Key West Grain Trade

Key West grain dealers get some of their supplies via Mallory steamers direct from Galveston. The smaller the packages of grain or hay the better it seems to suit the Key West trade, probably because consumers do not have to tie up so much money or provide storage.

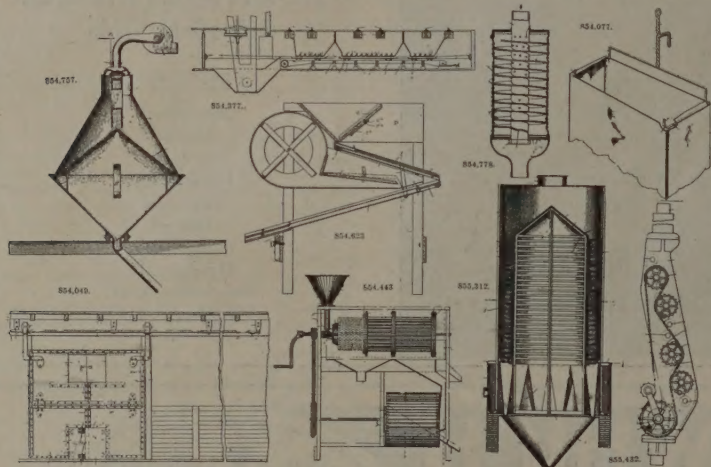
Only yellow corn is used and bot in 100 lb. sacks.

Good mixed oats are generally sold in sacks of 115 lbs.

No. 2 timothy hay in 60 lb. bales sells best.

Cuban grain buyers insist upon having their oats in bags of 192 lbs., yellow corn 224 lbs. and bran in bags of 200 lbs.

American barley is equal in quality to the Black Sea product but is lighter weight than the African, writes Consul-General R. P. Skinner, of Marseilles. Imports of barley into Marseilles in 1906 amounted to 4,539,000 bus.; of which 1,418,000 bus. came from the United States and 1,747,000 bus. from Algiers.



No. 855,209. John Stadtherr, Gibbon, Minn.

Gas-Engine. No. 855,223. John Henry Birch and John Hays Birch, Crawfordsville, Ind.

Air-Compressor Combined with an Explosive-Motor. No. 854,371. Andre Michelin, Paris, France.

Starting Device for Explosive-Engine. No. 854,035. Jacob C. Hansen-Eillehammer, Copenhagen, Denmark.

Gas-Engine. No. 854,092. William H. Hooper and Frederick S. Hutchins, San Francisco, Cal.; Hutchins assignor to Hooper.

Internal-Combustion Engine. No. 855,115. Paul Metzler, Jersey City, N. J., assignor of one-half to Julius Minck, Brooklyn, N. Y.

Valve-Gear for Gas Engines or Motors. No. 855,146. Frank A. Thomas, Three Rivers, Mich., assignor to the Sheffield Car Co., Three Rivers, Mich.

Grain-Car Door. No. 854,049. (See cut.) Thomas Leonard, Champaign, Ill., assignor of one-half to Alfonso H. Isbell, Champaign, Ill. This door consists of two sections hinged together at horizontal meeting edges, each section having an opening at the respective upper and lower edges and angle irons extending from the openings to the meeting edges of the sections. The upper section is supported on hangers bearing on a track.

Apparatus for Muffling the Exhaust of Gas-Engines. No. 854,778. (See cut.) Elihu Thomson, Swampscott, Mass., assignor to General Electric Co., New

York. The muffler comprises a tube which is open at one end and closed at the other end, a plurality of discharge orifices for the tube which decrease in effective cross-sectional area toward the closed end, and a chamber closed at one end containing a spiral passage receiving the gases from the tube.

Grain-Drier. No. 855,312. (See cut.) Joseph A. Higdon, Henderson, Ky. The drier comprises a body portion consisting of inner and outer louvered walls having a grain receiving space between them and provided with air passages leading outward, an air drum beneath the body and a spout extended thru the drum and communicating at its upper end with the lower end of the grain space. Over the air-chamber is a deflector cap for directing the material into the grain space.

Grain-Cleaner. No. 854,757. (See cut.)

Grain-Cleaner and Separator. No. 854,623. (See cut.) Thomas M. Bales, Dublin, Ind. In this machine oats are separated from grain of rounder formation. An inclined screen has an upper smooth surface extension provided with a transverse vertically adjustable guard plate at its upper end and a transverse zigzag series of stop pins at its lower end between it and the screen. From the hopper the grain is delivered upon the smooth surface extension, a fan casing having a throat adapted to deliver the blast upon the smooth surface screen ex-

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Assets - - -	\$1,898,142.34
Losses Paid - -	1,766,407.89
Net Cash Assets -	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, -	\$10,158,139.43
Face value of notes, -	1,451,877.89
Cash Assets, - - -	300,148.96

D. R. SPARKS, Prest. A. R. MCKINNEY, Sec.
Chicago Agent: M. W. Fugit, 740 National Life Bldg.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,380,000
Risks in force, Tornado.....1,010,000
Admitted Ledger Assets.....\$10,478.39
Six Months' Assessment in course of collection, over.....\$5,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875.

J. G. SHARP, Secretary.

SAVE YOUR MONEY

Profits consist of what is not paid out for expenses. Fire insurance is necessary to make your business undertakings safe, but a high cost is a burden. The



will carry your insurance at the actual cost for elevator insurance. It is the grain dealers' company devoted exclusively to insuring grain dealers' property. For particulars write

Secretary C. A. McCOTTER
INDIANAPOLIS, IND.

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required).
Semi-Annual Assessments costing about one-half Stock Company rates.
NO conflagration hazard.

Gross Assets, - -	\$4,429,866.14
Net Cash Surplus, -	848,660.89

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.



Elevator and Conveyor Belting

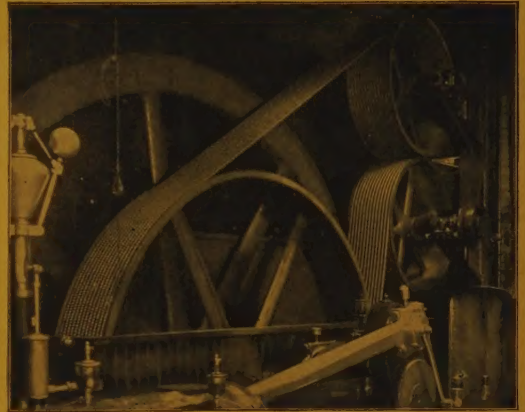
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ALSO
THE CHEAPEST

GET OUR PRICES BEFORE BUYING
WE GUARANTEE SATISFACTION

The Gutta Percha & Rubber Mfg. Co.

224 and 226 Randolph Street, CHICAGO.

Power Transmitting, Elevating and Conveying Machinery



Rope Transmission
Appliances,
Chain Belting,
Sprocket Wheels,
Friction Clutches,
Shafting, Pulleys, Gearing.

Belt Conveyors
for all purposes,
Barrel Elevators,
Package Carriers,
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Elevator Buckets.

Webster M'f'g Company

1075-1111 West 15th Street, Chicago

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.
MY COLLECTOR IS AT YOUR SERVICE.
WRITE FOR PARTICULARS.

**H. L. DAY, 1122-1126 Yale Place
MINNEAPOLIS, MINN.**

Grain Elevator Machinery

THAT WILL STAND THE
MOST RIGID INSPECTION

WE CATER SPECIALLY TO
THE TRADE. TRY US.

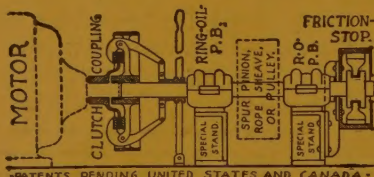
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Stronger, easier to repair.
MORE WORTH FOR THE
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**Evans Patent Motor Attachment
For Elevator Leg Drives**

Send for Circular
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**SCOTT F. EVANS
MINNEAPOLIS, MINNESOTA**

This device can
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with Gear, Rope
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It will prevent
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**Prevents Delays
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